Trans-Lake Washington Project

DISCUSSION DRAFT Transportation Demand Management Element of Trans-Lake Multimodal Alternatives

Prepared for

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1. TRANSPORTATION DEMAND MANAGEMENT ELEMENT DRAFT DESCRIPTION

1.1 INTRODUCTION

This paper describes an initial set of Transportation Demand Management (TDM) strategies to be evaluated as an element of the multimodal alternatives for the Trans-Lake Washington project. This is an interim step in the definition and analysis of the TDM element for each alternative, considering the highway and transit actions that are also being proposed.

The TDM analysis will provide comparative effectiveness information for TDM actions for each of the multimodal alternatives. It will be based on an assessment of the travel markets served by the different alternatives, including the relative opportunities and constraints for TDM for each. The analysis will also identify refinements and potential implementation approaches for TDM for each of the alternatives. It is expected that the TDM element will continue to be refined throughout the evaluation process and into the EIS.

To provide the basis for the initial TDM element description, project staff researched the TDM plans and programs of local jurisdictions and other transportation projects in the region (see Attachment 1). They also reviewed the initial findings of the highway and high capacity transit (HCT) modal analyses, which provided forecasts for future mode shifts that would occur with and without new capital facilities in the SR 520 corridor. In particular, WSDOT's I-405 EIS was a primary resource because it had already identified a range of TDM options to be applied at the corridor level, including their potential costs and effectiveness. Other key resources included the prior technical work supporting the Trans-Lake Washington Study, the 1995 Metropolitan Transportation Plan (Puget Sound Regional Council) and the current update, Destination 2030 (Draft). Finally, the project team also involved local jurisdictions to determine which strategies would be likely to have the most support for implementation.

1.2 GUIDANCE FROM THE TRANS-LAKE WASHINGTON STUDY

The Trans-Lake Washington Study (1999) produced a series of TDM recommendations that are guiding the content and structure of the TDM element. The earlier study recommended that the region build on its success in reducing work commute trips by single-occupant vehicles. Another instruction was to analyze the potential benefits of making substantial investments in TDM programs for the corridor. In addition, the study recommended establishing a "corridor management agreement" so that the responsibility for implementing the TDM element be shared among all parties involved in determining the preferred alternative for the corridor.

The previous study's recommendations for TDM are provided in Table 1. The current TDM element reflects these recommendations, except for the recommendation for pricing to be considered only at a regional level. In the last two years, the region has conducted an additional study of its transportation pricing choices. The project's committees have also indicated interest in further analysis of the effect of pricing on the SR 520 corridor, both as a TDM strategy and as

a potential funding resource. For these reasons, pricing is being evaluated as a TDM strategy for the multimodal alternatives.

Table 1
Trans-Lake Washington Study
Study Committee Recommendations for Transportation Demand Management (July 1999)

- Transportation Demand Management (TDM) measures that build and expand on the region's considerable commitment and success in commute trip reduction programs should be analyzed in any environmental impact analysis. The analysis should assess the impact of committing substantial resources toward TDM measures. The analysis should include both land use actions and effective trip reduction measures, while enhancing commercial traffic mobility. A list of potential TDM measures to be considered includes:
  - TDM support infrastructure and public mode support measures
  - Vanpooling
  - Employer-based strategies
  - Alternative transportation products and services
  - Financial disincentives to driving alone
  - Land use strategies
- Inter-local corridor agreements should be developed and enhanced to implement TDM and Transportation System Management (TSM) measures. Such inter-local agreements should include trip reduction goals with milestones and monitoring plans, and funding to prepare and monitor implementation of trip reduction plans. These recommendations anticipate cooperative leveraging of WSDOT and non-WSDOT funds, with involvement of local and regional jurisdictions. They also encourage providing public incentives for implementing TDM, to be carried out by the public and/or private sectors.
- How we price transportation should be further studied on a regional, rather than on a corridor basis, consistent with the Puget Sound Regional Council's Pricing Task Force.

1.3 WORKING GUIDELINES FOR THE TDM ELEMENT

The TDM element should reflect the nature of the other transportation system investments being considered for the Trans-Lake corridor, as well as the corridor's past performance in transit/HOV use. All of the alternatives are proposing improvements in HOV and transit facilities across the lake. TDM programs are intended to increase the value of these transportation system investments by increasing their usage. The basic success of TDM hinges on whether or not people have a reasonable option to travel any other way besides driving alone.

What is transportation efficiency?

Although efficient transportation can be a relative concept, effectiveness for the TDM program is measured at the public rather than individual level. When people drive alone at peak periods, their vehicle is taking room on the public highway at a time when it is most likely to be full, yet only one person will benefit from that vehicle trip. This "one vehicle, one person" ratio would be considered the least efficient use of a highway when it is highly burdened. By encouraging people to consider other options to driving alone, particularly in peak periods, the transportation system can improve its efficiency, either by reducing the number of vehicles, or by increasing the number of people per vehicle.

The Puget Sound region's current transportation system investment strategy reflects this idea of efficiency. The region favors improvements in facilities and services that will make alternative modes more available and competitive. For instance, the region places a priority on HOV lanes and transit services and facilities that connect activity centers and allow transit riders, vanpoolers, and carpoolers to travel quickly through congested areas.

Transportation Infrastructure and TDM Effectiveness

The effectiveness of the TDM program will be directly affected by the transportation infrastructure that will be provided in the SR 520 corridor. Travel time is a critical factor for travel behavior, affecting where and by what mode someone will travel. More people will choose HOV or transit if facilities and services can improve HOV and transit times to levels that compete with general purpose travel. For instance SR 520 currently has an incomplete HOV system, but the existing HOV lanes still offer a substantial travel time advantage to transit and carpool vehicles. This project is considering alternatives that could further improve the attractiveness of transit and HOV use, as well as non-motorized travel. The current Trans-Lake alternatives are considering:

- Completion of HOV facilities across the lake.
- Improved transit service across the lake on SR 520 and I-90, either by HCT or improved bus service levels and travel times.
- Improved access to transit stations and park-and-rides.
- Completion of bicycle and pedestrian facilities along the corridor.

Other complementary infrastructure in areas near the SR 520 corridor could also affect the attractiveness of transit, ridesharing, and walking or bicycling for Trans-Lake travel. For instance, the level of local transit service, local bicycle and pedestrian linkages, and arterial HOV systems also will improve access and travel times for alternative modes.

1.4 KEY ASSUMPTIONS

The TDM element for Trans-Lake also assumes that it will be building on the region's existing TDM infrastructure. The major assumptions are:

- **Existing TDM programs will continue and/or expand to meet market demand**

The major programs that are assumed to continue are: Commute Trip Reduction Program; the Regional Ridematch System; Transportation Management Associations in Redmond, Bothell and Downtown Bellevue; vanpool programs operated by King County Metro and Community Transit; Commuter Challenge program to increase telecommuting. A full list of the current programs and activities in the study area is included in Attachment 1.

- **Existing transit services will continue and/or expand to meet market demand**

The travel demand forecasts for the project incorporate the assumption that transit service levels will be increased at least proportionate to population and employment growth in the region. For No Action, this involves a service level increase of approximately 25%, compared to a 1995 baseline.

- **The TDM element must be flexible, measurable and adjustable**

Travel Demand Management is an evolving practice. New strategies will emerge, and greater amounts of information will be developed through the planning and implementation of this project. For Trans-Lake, this suggests that an "adaptive management" approach may be the best way to progressively define and implement the TDM element. This approach would set initial targets for corridor performance, identify funding commitments, and include a schedule for monitoring and adjusting the TDM investments.

The program would have the flexibility to respond to emerging opportunities to evaluate and improve its effectiveness. For instance, construction periods may require the highest level of TDM resources, allowing an early opportunity to "try out" strategies for a given period. The results of the construction period program can then be used to implement other programs, and to adjust the balance of strategies used in the corridor. Demonstration projects can also be used to help establish the potential benefits of new or emerging strategies before they are applied throughout the corridor. This "adaptive management" approach requires ongoing monitoring and evaluation, and a structure that will allow the corridor stakeholders to redirect resources. For example, a "SR 520 travel demand management board" could be established to oversee the periodic review and adjustment of the TDM program, and to recommend local projects for implementation.

- **A corridor agreement or corridor management plan will be used to guide TDM element implementation**

This agreement would include the overall corridor performance goals and the interjurisdictional roles and responsibilities for implementing the TDM program. It could also include performance targets, monitoring plans, and facility development or service implementation milestones, as determined by the corridor participants. Other features would be statements of policy or memorandums of understanding on the TDM supporting actions of the different jurisdictions on the corridor.

1.5 PROPOSED GOALS AND OBJECTIVES

One of the challenges in defining a corridor-based TDM program is the lack of examples with similar goals and objectives. Most TDM programs, including those of the Puget Sound, are regionally or locally based. The programs may target specific kinds of trips (such as work trips) or certain locations (downtown Bellevue, the University area, or the new stadium district). In all of these cases, the benefits are not measured in terms of reduced trips on a specific corridor.

The I-405 EIS project, as noted above, has recently developed a TDM component that focuses on a broader corridor which also includes arterial streets and a substantial set of transit improvements (TDM Component Case Study, January 2001). As I-405 and SR 520 overlap in their areas served, they share many of the same goals. The Puget Sound Regional Council, through Destination 2030, is also proposing a substantial increase in the resources devoted to TDM programs (March 2001 Draft). Both of these plans involve larger scale programs with many separate actions and project. They provide a starting point for Trans-Lake, but the project will still need to evaluate whether specific programs can be targeted to improve mobility on the SR 520 corridor, or if they would be as effective if they remained on a regional or localized level.

The following goals and objectives are suggested to help refine the strategies and their relative emphasis:

Goals

- Improve corridor mobility by effectively managing demand
- Improve efficiency of transportation system
- Apply resources to maximize mobility benefits to the corridor
- Complement regional, corridor and local transportation programs

Objectives

- Reduce vehicle trips by increasing market share of carpools, transit, vanpools and non-motorized modes
- Shift vehicle trips from peak times
- Shorten or eliminate vehicle trips

1.6 INITIAL DEFINITION OF THE TDM ELEMENT

Table 2 identifies the major categories of strategies proposed to manage transportation demand in the SR 520 corridor. The table shows the strategies along with the trip types that could be affected (work trips, non-work trips and commercial trips). It also shows how trip behavior could change (a shift in mode, a shift in travel time, or a reduction in the amount or the length of vehicle trips made.) The strategies are described in more detail following the table.

Table 2
Proposed TDM Strategies
by Trip Type and Management Effect

TDM Element	Type of Trip			Management Effect		
	Work	Non-Work	Commercial	Shift Mode	Shift To Off-Peak	Shorten or Eliminate
Vanpooling	✔			✔		
Public Information and Promotion	✔	✔	✔	✔	✔	✔
Employer-Based	✔			✔	✔	✔
TDM-Supportive Land Use	✔	✔	✔	✔		✔
Public/Private Initiatives	✔	✔	✔	✔	✔	✔
Pricing (Tolls or other travel costs)	✔	✔	✔	✔	✔	✔

1.6.1 Vanpooling

- Target Market: Work commute trips on SR 520.

- Objective: Substantially increase the market share of vanpools for work-related trips along the SR 520 corridor.

Key Elements

- Make vanpools easier to form and use, including through start-up subsidies and through improved marketing and information services.

- Provide incentives to employers and individuals for using vanpools, including tax credits, rebates, and value-added promotions. Include owner-operated vanpools as well as vanpools through a regional provider.

- Ensure vanpool fleets and supporting services can meet the demand for vanpool use.

Discussion

Vanpooling has been a successful TDM strategy in this region for the last 20 years, particularly in reducing trips to or from lower density urban or suburban areas with lower levels of transit service. Vanpooling use could be expanded in many ways, including increased marketing and promotion of vanpool services; incentives and financing programs for additional owner-operated vanpools; and organizing a regional or subregional vanpool operators consortium to provide cooperative van maintenance, driver training and insurance premiums. Vanpool use could also be encouraged through related TDM strategies such as improved ridematch services, employer-based programs, and through preferential pricing for parking or facility tolls. The presence of HOV facilities also provides a critical incentive for vanpool use.

Based on a recent vanpool market analysis performed for WSDOT OUM TDM Resource Center[1], and on related surveys in the region, vanpools currently serve only a fraction of their potential market. Current use in the region is estimated to be 2% of the commute market. The use of vanpools in the region has grown more than 60% from 1995 to 1999. Recognizing the potential for this market, the I-405 EIS TDM element proposed a four-fold expansion of vanpool use. Similarly, Destination 2030 proposes doubling the vanpools market share in the region.

1.6.2 Employer-Based Trip Reduction

- Target Market: Work commute trips on SR 520.

- Objective: Build on the region's success with Commute Trip Reduction (CTR) programs by expanding services and programs and targeting all employers.

Key Elements

- Support continued trip reductions in employers currently covered by the CTR law.

- Expand commute trip reduction on a voluntary basis to employers and organizations not currently covered by CTR law, which requires programs for employers with 100 employees or more.

- Support the further development of existing Transportation Management Associations (TMA) within the corridor, and encourage the development of new TMAs in areas with a substantial number of employers.

- Provide funding for incentives and subsidy programs for participating employers, including incentives that can be passed directly to employees.

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[1] Puget Sound Regional Market Assessment Final Report for the Washington State Department of Transportation. 2Plus Partners in Transportation. September 5, 2000.

- Encourage flexible work schedule and location options, including telecommuting.

Discussion

This category would build on the set of programs that have been used to comply with the CTR law of 1991, but would expand the programs to also serve employers not currently covered by the CTR law. CTR is the major TDM strategy that has been implemented in the Trans-Lake area, and it has one of the best-documented success rates. Attachment 1 includes a technical memorandum on existing TDM programs in the corridor, with more detail on the trip reduction rates that were achieved through CTR.

A substantial range of approaches has been developed by jurisdictions and businesses to meet State CTR requirements. Several complementary programs have also been developed to meet localized conditions of approval for development projects. These include transportation management associations; alternative work schedules; parking management; carpool, vanpool, and transit subsidies; and guaranteed ride home programs.

The state CTR law is assumed to continue to apply to employers with 100 or more employees, with a goal of 35% reduction in SOV/VMT by 2005. Although new state goals for trip reduction have not been imposed for further years, Destination 2030 has proposed that a reduction of 40% be achieved by 2030 for CTR employers.

For employers not currently covered by CTR (those with fewer than 100 employees or those whose employees do not regularly begin between 6 and 9 a.m.), the program would be voluntary but could still result in a substantial reduction of trips. For example, Destination 2030 proposes a reduction of 20% for other employers.

Transportation Management Associations. A key part of this strategy would be to support the further development of Transportation Management Associations (TMAs), which provide services targeted to individual employers and geographic areas. These associations have played a substantial role in accomplishing TDM actions in several parts of the corridor. The activities of TMAs include information, training, and education; services to support ridematching, vanpools, and guaranteed ride home; advocacy for improved transportation systems; and assistance with regulatory compliance.

Redmond provides CTR management and support through the Greater Redmond TMA, which had approximately 170 corporate participants in 1999 and is continuing to grow. The TMA is now expanding its service areas to include the Bellevue/Overlake area, and it provides assistance as well as direct administration of employer programs for CTR. The other corridor jurisdictions with CTR programs contract with King County Metro for services.

A TMA also exists for downtown Bellevue, although the services and focus are not exclusively for CTR compliance. TransManage, a private, non-profit TMA operated by the Bellevue Downtown Association, provides marketing and management services to help reduce vehicle use. The level of participation is determined through the project development permitting requirements of the city.

Financial Incentives. The strategy would support incentives to employers and employees who take trip reducing actions. Employers who participate in CTR programs could receive tax credits, with potentially higher credits for higher levels of trip reduction. They could also receive reimbursements for discounted Flexpasses or for parking cashout programs, which can reward employees who do not use employer-provided or employer subsidized parking. Other innovative strategies focusing on work trips are also emerging.[2] The list of the existing services and products available to employers to reduce commute trips is provided in Table 3. Many of these options are supported by services available through King County Metro or the TMAs.

As with vanpooling, other TDM strategies and highway and transit improvements could increase the effectiveness of employer-based programs. This includes expanded information systems for travel planning and ridesharing, the use of parking charges or tolls, and the travel time incentive of HOV lanes or HCT. Other supporting services and facilities could also improve effectiveness. For instance, rail transit facilities on Trans-Lake corridors could be complemented by frequent transit service between major employment/residential centers and rail stations. Pedestrian-oriented development around station areas could also encourage use.

1.6.3 Public Information and Promotion

- Target Market: All trips on SR 520.

- Objectives: Improve people's awareness of their trip-making options, and improve their access to high-quality information about ridesharing, carpooling, vanpools, transit and other modes within the corridor. Promote and deliver information about the corridor's transportation services in a seamless way.

Key Elements

- Traveler Information System(s), including interactive ridematch and transit information, and use of telecommunications and internet technologies. Also with up-to-date information on transportation projects and services in the corridor.

- Personalized trip planning assistance, including for transit and intermodal connections.

- Links to complementary Intelligent Transportation Systems investments (see section 1.3.2)

- Special promotions or incentives, similar to King County Metro's FlexPerks discounts.

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[2] The State of Maryland offers a "Live Near Your Work" program that provides a $3,000 subsidy to employees who buy homes near their workplaces, supported by a free monthly transit pass program. In this program, the employer and the local jurisdiction are partners with the state, and the employer is eligible for a tax credit for contributing to the subsidy.

Table 3
Existing Commute Trip Reduction Products and Services

Product or Service	Description
Alternative Work Schedules	Compressed or flexible work schedules allowing employees to work longer hours in fewer days.
Biking and Walking	Alternative commute mode that can be subsidized.
Business Use of Vans	A program making King County Metro commuter vans available for use by employees (at that worksite) during the business day.
Carsharing	A convenient and economical alternative to owning a personal vehicle.
Commuter Bonus	A non-taxable voucher program that encourages employees to take the bus, a vanpool, or a ferry.
Commuter Bonus Plus	A voucher program to encourage employees to commute by carpool, or walking and biking.
Carpools	Alternative commute mode that can be subsidized.
Custom Bus	A special service for areas with limited bus service.
Ridematching	A recently upgraded and expanded computerized ridematching service to encourage employees to "share the ride."
Flex Pass	A comprehensive discount pass program that can be customized to include commute incentives.
Home Free Guarantee	A program that ensures an emergency ride home for employees using alternative commute modes.
Parking Cash-Out	A program for offering employees a choice between a subsidized parking space and cash.
Pass Subsidy	A variety of options for businesses interested in purchasing employee transit passes.
Preferential Parking	Program that reserves worksite parking spaces for those employees commuting by carpool and vanpool.
Ridematch	A computerized ridematching database and mapping service.
Rideshare Plus	A customized service approach for carpool and vanpool information that employers can contract for.
Vanpools	A program that supplies vans to groups of employees to share.

Discussion

Travel information in the corridor comes from a variety of different jurisdictions, service providers, and agencies. It is not always easy for a traveler to understand the travel choices that are available. This strategy would support actions to improve the quality of information that is provided, increase a traveler's awareness of different modes, and make it easier for them to use the modes. Incentives for the use of alternative modes could also be included in this strategy.

Information Systems. This option would support actions to improve and integrate traveler information systems in the corridor. This could include both the development and transmissions of traveler information. Special websites or toll-free numbers to provide easily accessible current information on transit routes and services, highway conditions, ridesharing, and other

systems. The systems could either consolidate certain kinds of information, or provide a central point that connects travelers to information from several sources.

Dynamic ridesharing systems could also be further developed and promoted. These systems would make up-to-date or even real-time information available to potential carpool or vanpool participants, allowing them to rideshare more flexibly. Improvements in this area could expand the market for ridesharing (currently used most often for work trips) and also extend it to trips made for special events or on a less frequent basis, depending on a traveler's needs. Initial versions of these systems, focused on work trips, have been developed by the Greater Redmond TMA, and are now being used on a regional basis by King County Metro.

Other options could invest in interactive tools that could keep track of individual travel needs and interests. For instance, personalized "trip update" messages could be sent to customers through email or instant messaging. For those who require person-to-person communication, additional staffing at TMAs, local jurisdictions, or transit agencies could provide individualized trip planning assistance for corridor users.

A variety of Intelligent Transportation Systems (ITS) tools could be used to collect and distribute information to corridor users. TEA-21 now requires that states and metropolitan areas define these plans in detail, and Destination 2030 proposes substantial new funding. Through these systems, the quality of information available to corridor travelers would be greatly improved. Funding support to help develop these systems or focus them on the corridor could be considered as part of this strategy.

Public Education and Promotion. Corridor-wide or regional education, marketing, and promotion programs could also be employed to educate the public and promote travel alternatives. This option could use a range of media as well as special events to reach the traveling public. Another option would be to provide support for cooperative campaigns combining the messages of different parties with interests in the corridor. King County Metro and Sound Transit have employed similar approaches with a variety of partners. For example, a campaign promoting the Mariners at Safeco Field could promote rideshare or transit as an option to reach the event.

1.6.4 TDM-Supportive Land Use

- **Target Market:** All Trips on SR 520.

Key Elements

- Support local and regional efforts to develop transportation-efficient land uses, primarily in areas with a strong relationship to travel on the SR 520 corridor.

- Support transit oriented developments

- Provide incentives for individuals and businesses to develop in or locate in transportation-efficient areas.

- Provide funding support for local connectivity improvements and livable streets projects, including bicycle lanes, sidewalks or other pedestrian facilities; focusing primarily on urban activity centers or near major transit facilities serving the corridor.

- Provide support for parking supply management programs.

Discussion

This strategy would support regional and local actions to target future growth to urban centers, suburban clusters, key arterials, and transit stations/centers. These higher-density areas would typically include a mix office, retail, commercial, and residential development within business districts and activity centers, all within walking distance of transit services. Currently designated urban centers with substantial trips shares in the corridor are Bellevue downtown, Redmond downtown, and in Seattle—Northgate, University District, First Hill/Capitol Hill, Seattle Center, and Seattle downtown. However, there are other areas that could also be targeted, including Central Kirkland, South Kirkland, Totem Lake, and Overlake, where transit-oriented developments could be encouraged.

Urban Centers. An urban center is intended to make access and circulation more efficient, and to reduce the need for automobile trips to reach work, recreation, or personal destinations. Where a diverse mix of uses exists, people are more likely to rely on transit, walking, carpools, or cycling as their transportation mode choice. Urban forms of this kind would also encourage several trips to be connected or "chained," but not necessarily require an automobile. Ridesharers, transit users, bicyclists, and pedestrians would be able to run errands from employment sites without reliance on automobiles. With housing located in the center, as well as nearby, some people will be able to walk to work, or they can more easily use transit to reach an employment site in another target area.

Under this option, the project could provide funding and technical resources to encourage and support the further development of these centers. In terms of technical resources, jurisdictions could receive assistance in reviewing the comprehensive plan policies and zoning regulations that may be needed. Rezoning near the centers to allow increased residential densities may also be needed. Jurisdictions could also apply for funding support to develop master plans for targeted areas, which could help streamline individual development permitting and reduce project development costs. Other funding or tools could support the development of these areas, including special incentive zones.

Transit-oriented Development (TOD). This option would provide technical support for the planning of TOD, as well as funding support or increased tools to help jurisdictions implement TOD projects. These developments usually involve a mix of residential, retail, and office uses and a supporting network of roads, bicycles, and pedestrian ways focused on a major transit facility—all designed to support a high level of transit use. In the Trans-Lake study area, TOD would be situated around light-rail stations, and express-bus stops and transit stations, transfer centers and park-and-rides. Generally the retail uses would support the local commuter—dry cleaners, grocery store, drug store, day-care facilities, coffee shop. In TOD, design elements that

encourage transit use are important. These include sidewalks and bike/jog trails separated from roadways, well-marked pedestrian crossings, and a welcoming environment with human features such as shade trees and storefronts opening onto the street.

Developer/Business Incentives. Businesses or individuals could receive credits or incentives for developing or locating in transportation-efficient areas. These incentives would be primarily at the discretion of the local jurisdictions and the corridor partners. Support from the project would include technical assistance in developing incentive mechanisms. Funding support would require additional coordination among corridor participants, but project funds could be part of an overall package that would also include supporting funds or financial strategies available at the regional or state level. Example incentives include tax exemption, deferral and abatement programs; Floor area ratio (F.A.R) and density bonuses; minimum parking bonuses; transfer of development rights; reduced impact fees; streamlined permitting; B&O tax reductions; and accelerated permitting and review.

Local Connections/Livable Streets. This option would support projects that improved non-motorized connections and other amenities that allow and encourage biking and walking, particularly two and from major transit stations or to and within urban centers and other target areas. Typical candidates would include sidewalks, bikeways, and trails near TOD centers and target areas, as well as open space, parks and traffic calming projects. These projects would be expected to be smaller in scale or, if larger, would involve a variety of other funding partners.

Parking Management Programs. This option would support jurisdictional actions managing the supply and location and demand of parking. The City of Seattle and others are currently integrating parking management considerations as part of neighborhood and subarea plans. The tools available include reducing or eliminating minimum parking requirements, setting maximum parking standards, on street parking, shared parking, and parking permit zones.

1.6.5 Public/Private Initiatives

Target Market: All trips on SR 520, including commute, commercial/business, recreational, and personal.

Objective: Promote trip-reduction partnerships between corridor jurisdictions, businesses and organizations, using a combination of technical support, incentives and shared promotion.

Key Elements

- Provide support and incentives to businesses and organizations to reduce vehicle trips by their patrons, suppliers, or others, and/or shift trips to off-peak.

- Provide technical assistance and promotion to techniques that could be applied for uses such as housing developments, retail and entertainment centers, special event facilities, and businesses.

- Support freight management programs and projects, including those that shifted the time, mode or route of freight.

- Support individual incentive programs such as location-efficient mortgages or "One Less Car" campaigns.

- Provide funding for innovative public/private partnerships such as leased lots to support carpools, special event ridesharing, or shuttles.

Discussion

Although non-commute trips make up a substantial share of the demand for travel on SR 520, it involves a greater variety of trips by purpose, destination, and time. Because this variety makes non-commute trips a difficult market to target, few TDM programs specifically address non-commute trips. However, a variety of programs are available that could be effective in reducing trips, and there are also opportunities to complement local and regional planning and development goals. For instance, goals for affordable housing could be supported by programs to provide transportation-efficient mortgages in areas in or near transit facilities or in compact centers.

In many cases, technical support and incentives would likely be combined to identify the most promising actions for different locations and businesses or organizations in the corridor. This would include both new developments as well as improvements to existing developments. Demonstration projects or targeted campaigns could also be used to help further evaluate which actions provided the best results in trip reduction while still supporting the core goals of the participating businesses and organizations.

1.6.6 Pricing

- **Target Market:** All trips on SR 520

- **Objective:** Use cost factors to encourage travelers to consider true travel costs in trip making decisions. Reduce the demand for general purpose trips, and increase the attractiveness of transit and HOV modes. Reduce the potential for "latent demand," which is the tendency for new trips to be created if more capacity in the corridor becomes available.

Key Elements

- Assume that vehicle trips on SR 520 will involve increased costs to the traveler.

- Consider techniques that target demand by mode, time of day, and/or the level of congestion.

- Discuss the relative demand effects of tolls, mileage fees, fuel pricing, vehicle fees, HOT lanes, and parking costs.

Discussion

Although the previous study recommended that pricing be considered as a regional rather than a corridor solution, public comments and the project committees have indicated a strong interest in studying the effects of pricing as a TDM strategy. Over the last two years, the Puget Sound Regional Council, the Blue Ribbon Commission on Transportation and others have been actively discussing transportation pricing strategies in this region and the state. PSRC's most recent recommendations are that pricing be considered at the corridor level. Their research and discussions are major sources for options that could be considered in this category. However, the SR 520 corridor, particularly for the segment crossing the lake, has several unique characteristics that may set it apart from other regional facilities.

Other major sources include "Road Relief—Tax and Pricing Shifts for a Fairer, Cleaner, and Less Congested Transportation System in Washington State," published by the Energy Outreach Center in 1998. The report provides a comprehensive summary of various pricing strategies and their potential effectiveness. Among the options that will be considered for their trip reduction potential:

Fuel Based Pricing (applied at least regionally)

- Increase motor vehicle fuel tax.
- Extend retail sales tax to motor vehicle fuel.
- Carbon tax.
- Increase the hazardous substances tax.

Area or Facility Pricing (either for the corridor, regionally or subregionally)

- Toll facilities.
- Automatic vehicle information (electronic "tag") fees.
- Congestion pricing and HOT (pricing increases relative to demand for the facility).
- On-vehicle metering or mileage fees.

Vehicle or Ownership Based Pricing (applied at least regionally)

- Purchase taxes.
- License fees.
- Vehicle use restrictions.

1.7 INITIAL SUMMARY OF TDM COMPONENT EFFECTIVE AND COSTS

The initial review of costs and effectiveness ranges is based largely on other sources, including the I-405 Project, Destination 2030, and the previous Trans-Lake Washington Study. In general, these effectiveness ranges were drawn from regional and national data and literature, including case studies, to provide comparative estimates of trip reduction. However, the methods, locations, and actual actions involved in the source data vary. When the results are applied to an

individual corridor such as SR 520, these estimates may over- or underpredict the effectiveness of a particular strategy.

The cost and effectiveness estimates provided an initial means to define the level of resources that would be anticipated to implement the TDM component of a Trans-Lake multimodal alternative. Using the most recent corridor analysis information, including transportation forecasts and existing conditions data, the project team will evaluate how specific corridor characteristics could affect the effectiveness or costs of a given strategy.

The individual strategies are designed to work together with other strategies and with complementary system investments. In most cases, the effectiveness of a given strategy could be much lower if it were implemented alone, without other investments and strategies.

Table 4
Initial Estimates of Costs and Effectiveness

TDM Element	20-year Costs*	Effectiveness Estimates** (Reduction in Daily VMT)
Vanpooling	$60 Million to $160 Million	Up to 8% by worksite +2.5% with fare subsidy
Public Information and Promotion	$10 Million to $30 Million	0.25% to 0.75%***
Employer-Based	$90 Million to $180 Million	2 to 20% by worksite
TDM-Supportive Land Use	$20 Million to $60 Million	Up to 10% in subareas, and up to 50% of peak work trips
Other Public/Private Initiatives	$40 Million to $80 Million	Undetermined
Pricing (Tolls or other travel costs)	Revenue generation	6 to 10%
Trip Reduction Monitoring	$2 million	N/A
TOTAL	$250 Million to $500 million	To be determined

* I-405 EIS and PSRC Destination 2030 (Draft) as general sources. Cost estimates for Trans-lake will be developed based on additional analysis.

** Based on previous Trans-Lake Washington Study estimates.

*** Based on I-405 EIS estimates

1.8 OTHER TDM-SUPPORTING ACTIONS

The TDM element does not currently contain other actions and investments that could support the reduction of vehicle trips on the Trans-Lake corridor. Some of these could be included in the overall definition of an alternative (for instance as part of the highway or transit elements), or they could be considered at a regional or separate project level.

1.8.1 TDM-Supportive Services & Facilities

A Trans-lake alternative could include additional local measures to improve access and attractiveness to regional HOV and transit systems. This would be a different approach than the TDM categories listed above because it would directly affect the actual service levels offered by transit. It is also different than the currently proposed HCT and highway elements, which focus primarily on cross-lake connections as part of a regional system.

Key Elements

- Provide funding resources to improve or expand park-and-rides, shuttles, and other local transit services in underserved or over-capacity areas. Focus particularly on short-term actions that address emerging needs in the corridor, such as during the project's construction period.

- Provide flexible resources to respond to the service or infrastructure needs that emerge during the implementation of other TDM strategies.

- Work cooperatively at the regional level to help develop transit service plans and capital projects that address changing characteristics in the corridor.

Discussion

Although transit services and facilities can be comparatively higher cost items than traditional TDM strategies, they remain important factors in the overall success of a corridor TDM program. For instance, a program that promotes the use of alternative modes through a combination of the strategies listed above could still fail if the demand for transit or supporting facilities cannot be met. Transit agencies and local jurisdictions often lack the ability to quickly implement new services to respond to these emerging needs. Recent surveys in the region and nationally list frequency and location of transit service as one of the top factors for people who are considering options to driving alone.

This option could be included in the multimodal definition either as a commitment to specific services, or to establish a flexible resource that could be applied to address local and corridor service issues in the corridor.

1.8.2 Transportation Systems Management

Transportation system management measures can also support TDM goals by reducing congestion and improving transit and HOV travel times. Although these programs would not be directly included in the TDM element, further design efforts for the highway and transit elements of the alternatives would include some TSM approaches. Other TSM programs would be more regional in nature. Major types of TSM include:

- **Freeway Management and Operations.** Technologies to control operations as well as provide guidance and warning of traffic to improve operations on freeways. Examples range from ramp meters to variable message signs, to highway operations control centers.

- **Arterial Operations and Traffic Control Systems.** Systems that integrate and apply advanced technologies to improve the operation of arterial and other surface streets. Examples include transit priority signals, queue bypass, and interconnected signal systems.

- **Traveler Information.** Programs that develop shared high-tech infrastructure and standards to help gather transportation data from the regional transportation providers and adapt it meet the needs of travelers.

- **Transit Fleet Management.** Automated systems that perform monitoring and data collection of transit system performance, allowing agencies to continuously optimize the routing and scheduling of their vehicles to improve service and reduce costs.

In the Puget Sound region, The University of Washington, WSDOT, and other local and regional agencies have been working cooperatively to develop TSM programs, many of which would complement TDM efforts focused on the Trans-Lake corridor. Examples include:

- MyBus – An internet-based system that allows travelers in the region to identify when their buses will arrive, based on schedule and real-time information.

- Parking – A system that lets travelers check the parking availability at key destinations (Seattle Center) before leaving home.

- TDAD - A database of TMS information to assist researchers and planners. Available via a web-based query interface.

- Busview – A system designed to display real-time transit locations on a variety of computing and operating system platforms.

- Transit Watch - The development of an Advanced Public Transit System/Advanced Traveler Information System (APTS/ATIS), that provides the location of transit vehicles in real time on a display at a transit transfer facility.

- Trafchan - The development of a traffic information channel which includes congestion maps and real-time video images from surveillance cameras.

- ITS Backbone - The development of a regional ITS backbone that allows agencies and organizations to share real-time data on current traffic conditions.

- SST - The development of systems that support dynamic ridesharing - carpooling on demand.

- TrafNet - The development of an application to display real-time, Seattle area traffic conditions on personal computers.

- The development of wireless delivery systems that allow travelers to receive traffic information when and where they need it.

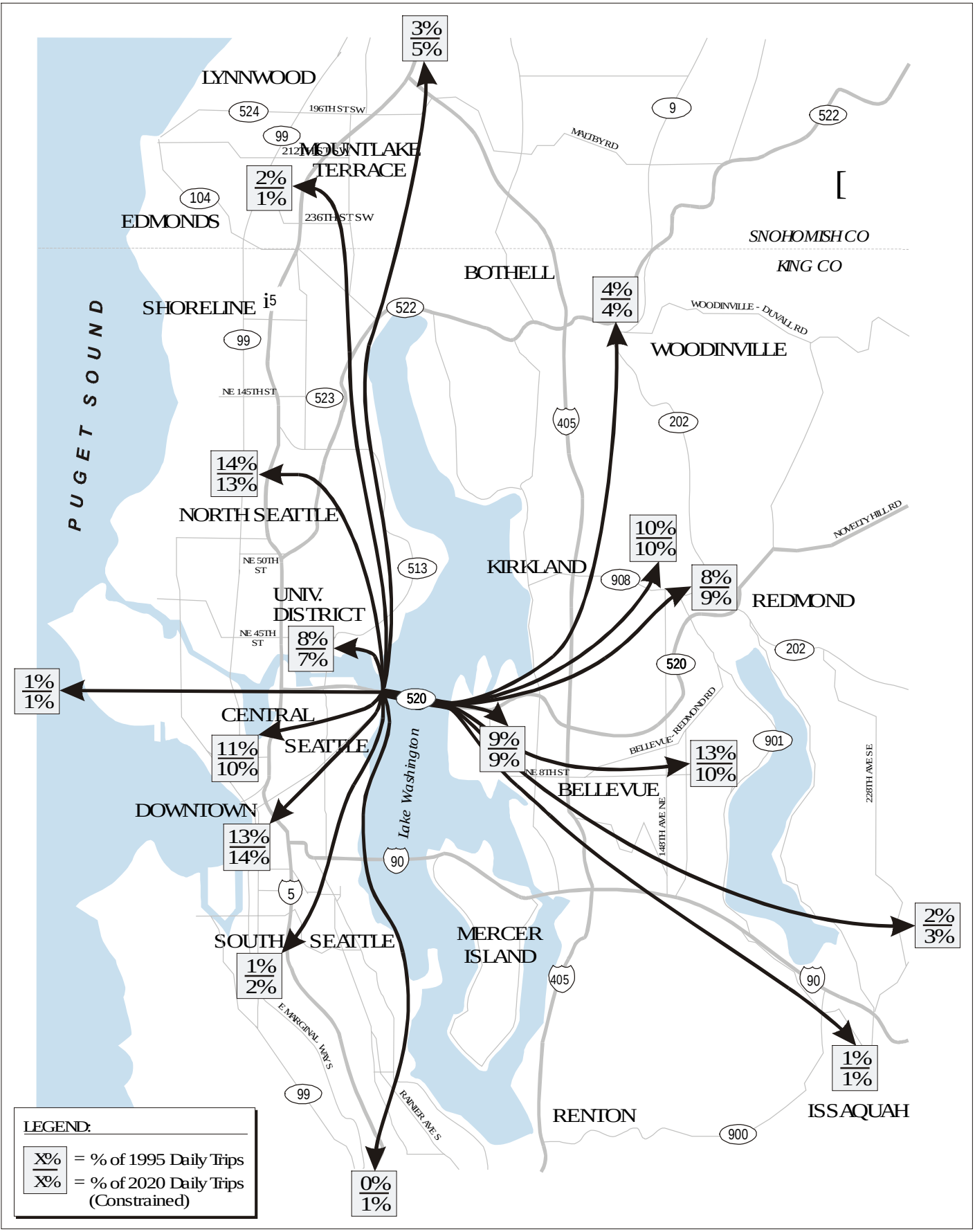
1.9 ADDITIONAL ANALYSIS STEPS

Figure 1 provides a summary of where trips in the corridor have been focused by area. This and other information is being used to help develop the most reasonable areas for more detailed analysis. The areas that will be reviewed for current and project potential in reducing vehicle trips on the corridor are:

- Downtown Seattle
- Downtown Bellevue
- University District
- Downtown Redmond
- Overlake
- Central Seattle
- North Seattle
- Kirkland

In the analysis of these areas, effectiveness estimates for the various strategies will be compared to current and forecast corridor conditions. Key data include:

- Vehicle and person trip volumes.
- Existing and planned services/facilities.
- Existing and forecast mode shares.
- Origin/destination patterns.
- Vehicle miles traveled and vehicle hours traveled.
- Trip purpose and trip length.
- Travel time/speed competitiveness.
- Population and employment growth plans by subarea.
- CTR data by subarea.
- Opinion and travel behavior surveys.



Shares of SR-520 Cross-Lake Vehicle Trips To/From Regional Locations

Trans-Lake Washington Project

Attachment 1-A

Draft Technical Memo:
Existing TDM Programs

Trans-Lake Washington Project
Washington State Department of Transportation
Sound Transit

DRAFT TECHNICAL MEMORANDUM

Date: **January 8, 2001**

Subject: **DRAFT: Existing TDM Programs**
E-File ID: **100300**
File Code: **100300-TM1**

Travel Demand Management (TDM) refers to the range of actions and strategies that aim to reduce single-occupant vehicle (SOV) travel. The intent of TDM actions is to reduce the demand for vehicle travel, rather than increase roadway capacity, to meet overall travel demands. In some cases, however, system or capacity enhancements can be TDM supportive. Improvements such as increased transit service or high-occupancy vehicle (HOV) facilities, while not TDM measures, are supportive of TDM in that they provide improved service or travel opportunities for non-SOV modes.

Most TDM efforts in the Puget Sound region have been focused on reducing demand through programs or actions aimed at employment sites. The primary effort has been the implementation of the Commute Trip Reduction (CTR) Act. CTR is a statewide program aimed at reducing commute trips made by employees at major employment sites. Within the TransLake study area, the cities of Bellevue, Issaquah, Kirkland, Mercer Island, Redmond, and Seattle all administer CTR programs.

More recently, TDM programs aimed at communities and residences have been implemented. Many of these programs tend to be focused on marketing or providing information to individuals and neighborhood groups regarding alternative travel modes. A few recent pilot TDM programs, such as King County's FlexCar, involve more substantial innovation and investment.

The following sections detail TDM efforts in place or planned for implementation soon within the study area of the Trans-Lake Washington Project.

Commute Trip Reduction

CTR is a statewide program aimed at reducing commute trips at major employment sites. While implemented at a local level, CTR is governed by the Commute Trip Reduction Act adopted by the Washington State Legislature in 1991. This act defines which employers are affected under the law, outlines basic requirements, and establishes procedures to track progress towards meeting the stated requirements.

The CTR program is administered by WSDOT's Public Transportation and Rail Division. In addition to overseeing implementation of CTR throughout the state, WSDOT provides various types of support to employers and jurisdictions that are affected by the CTR act. The current Rideshare Subsidy Grant is one of several grant programs available to CTR affected employers that WSDOT has administered over the past several years. These grants provide funds on a competitive basis to employers to enhance or expand their CTR programs. Additionally, WSDOT provides CTR assistance funds to each jurisdiction to

administrative costs of implementing CTR. The level of funding provided to each jurisdiction varies by the number of affected worksites. Table 1 summarizes the number of CTR worksites, as well as the number of affected employees at each work site, for each jurisdiction in the study area.

Table 1

CTR Affected Worksites and Employees

	1993		1995		1997		1999		Change: 1999-1995	
	CTR Sites	Employees	CTR Sites	Employees	CTR Sites	Employees	CTR Sites	Employees	CTR Sites	CTR Sites
Bellevue	22	12,637	21	12,433	39	19,736	51	22,519	+29	+9,882
Issaquah	2	546	2	546	5	3,300	6	4,950	+4	+4,404
Kirkland	5	1,566	5	1,566	10	2,746	16	4,399	+11	+2,833
Mercer Island *	3	982			3	982			+0	0
Redmond	10	3,681	10	3,681	24	22,057	33	29,097	+23	+25,416
Seattle	123	55,785	122	55,569	198	96,579	223	106,630	+100	+50,845

The CTR Act established a Task Force comprised of government, agency, and employer representatives to develop guidelines and promote consistency in the application of CTR. This group develops an annual report to the Legislature, and has developed the Task Force Guidelines, which provide direction on implementing the requirements of the CTR Law.

In King County, the CTR Act applies to any employer, public or private, having 100 or more full-time employees who are scheduled to begin work between 6:00 AM and 9:00 AM. Affected employers are required to develop and implement a CTR program that includes the following primary components:

- Designation of a transportation coordinator. The coordinator's name and contact information must be prominently displayed and distributed to employees.
- Regular distribution of information to employees regarding alternatives to SOV travel.
- An annual progress report.
- A set of measures designed to achieve applicable commute trip reduction goals. This requirement may be reached by implementing any number of SOV reduction measures. No individual measure is mandatory, but employees are required to implement a sufficient combination of measures so as to make a "good faith effort" toward reaching the applicable goals. Typical measure implemented include:
  - Provision of preferential parking or reduced parking charges, or both, for high occupancy vehicles.
  - Instituting or increasing parking charges for single-occupant vehicles.
  - Provision of commuter ride matching services to facilitate employee ridesharing for commute trips.
  - Provision of subsidies for transit fares.
  - Provision of vans for van pools.
  - Provision of subsidies for car pooling or van pooling.

- Permitting the use of the employer's vehicles for car pooling or van pooling.
- Permitting flexible work schedules to facilitate employees' use of transit, car pools, or van pools.
- Cooperation with transportation providers to provide additional regular or express service to the worksite.
- Construction of special loading and unloading facilities for transit, car pool, and van pool users.
- Provision of bicycle parking facilities, lockers, changing areas, and showers for employees who bicycle or walk to work.
- Provision of a program of parking incentives such as a rebate for employees who do not use the parking facility.
- Establishment of a program to permit employees to work part or full time at home or at an alternative worksite closer to their homes.
- Establishment of a program of alternative work schedules such as compressed work week schedules which reduce commuting.
- Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site day care facilities and emergency taxi services.

With the exception of Redmond, the jurisdictions in the Trans-Lake study area with CTR affected employers contract with King County for assistance in implementing their CTR programs. King County provides administrative services, as well as a wide range of employer support services to CTR affected worksites. These services include assistance developing and promoting CTR programs, specialized CTR training, ridematching services, and administration of the biennial CTR survey. In addition, King County has developed several partnership programs that it makes available to employers, such as HOV and vanpool subsidies and the Flexpass program, which allows employers to purchase transit passes at a discounted rate based on measured usage, rather than face value. One of the primary benefits of Flexpass is that it encourages occasional transit trips, since the reduced cost allows employers to distribute the passes to potential users who would not typically pay for a full transit pass.

CTR Results

Every two years, employees at worksites affected by CTR complete questionnaires to determine the mode choice and vehicle miles traveled (VMT) of commuters. These results are compared to established goals to determine if worksites are either meeting the goals, or making progress towards the goals. Employers who do not meet or make sufficient progress towards the applicable goals are required to implement further programs to help achieve those goals. Goals, which vary by zone, are summarized in Table 2. CTR goals are referenced to the year an employer is identified as being affected. For instance, an employer in the Bellevue CBD who was identified in 1997 as being affected by the CTR would have a 1999 goal of 68.9%, while an employer in the same zone affected since 1993 would have a 1999 goal of 60.8%.

Table 2

CTR Goals						
Zone	**Name**	**Base Year SOV Rate**	**Two Year Goal**	**Four Year Goal**	**Six Year Goal**	**Eight Year Goal**
	Seattle Zones					
Z1702	North Seattle	85.0%	72.3%	68.0%	63.8%	55.3%
Z1703	North Central Seattle	74.0%	62.9%	59.2%	55.5%	48.1%
Z1704	Central Seattle	59.0%	50.2%	47.2%	44.3%	38.4%
Z1705	Seattle Central Business District	43.0%	36.6%	34.4%	32.3%	28.0%
Z1706	South Seattle (Split Zone)	83.0%	70.6%	66.4%	62.3%	54.0%
Z1707	Duwamish	88.0%	74.8%	70.4%	66.0%	57.2%
	East King County Zones					
Z1708	East King County	85.0%	72.3%	68.0%	63.8%	55.3%
Z1709	Bellevue Central Business District	81.0%	68.9%	64.8%	60.8%	52.7%
Z1711	Rural King County	90.0%	76.5%	72.0%	67.5%	58.5%

Table 3 shows the overall average mode share for CTR affected employers for each of the past survey years by jurisdiction. VMT results generally mirror the SOV mode choice results. The information from Table 3 is further broken down in Figures 1-3. Figure 1 shows the change in SOV Mode share over time (1993-1999). Figure 2 shows the current (1999) mode share breakdown by jurisdiction. Finally, Figure 3 illustrates the mode shift experienced at CTR sites in each jurisdiction since 1993.

Table 3

CTR Survey – Change in Mode Shares, 1993-1999												
Jurisdiction	**SOV**		**Transit**		**Carpool**		**Walk/Bike**		**Vanpool**		**Other**	
	1999 Share	*Change since 1993*	1999 Share	*Change since 1993*	1999 Share	*Change since 1993*	1999 Share	*Change since 1993*	1999 Share	*Change since 1993*	1999 Share	*Change since 1993*
Bellevue	71.9%	*-5.1*	5.3%	*+1.9*	15.8%	*+1.8*	1.0%	*0.0*	0.5%	*+0.2*	5.4%	*+1.2*
Issaquah	74.7%	*-13.4*	0.7%	*+0.4*	17.9%	*+10.9*	0.3%	*-2.3*	4.2%	*4.2*	2.2%	*.1*
Kirkland	72.3%	*-9.0*	3.4%	*+1.9*	17.0%	*+5.2*	1.9%	*0.0*	1.2%	*+1.2*	4.1%	*+0.6*
Mercer Island *	69.5%	*-10.1*	3.2%	*+1.7*	20.7%	*+4.5*	0.9%	*+0.1*	1.0%	*+1.0*	4.7%	*+2.7*
Redmond	73.6%	*-11.0*	3.1%	*+2.7*	16.4%	*+6.5*	2.1%	*+0.5*	1.0%	*+0.5*	3.8%	*+0.6*
Seattle	42.7%	*-5.8*	30.7%	*+5.0*	16.2%	*+0.3*	4.9%	*-0.2*	0.8%	*0.0*	4.7%	*+0.7*

** Mercer Island data available for 1993 and 1997 only.*

Figure 1

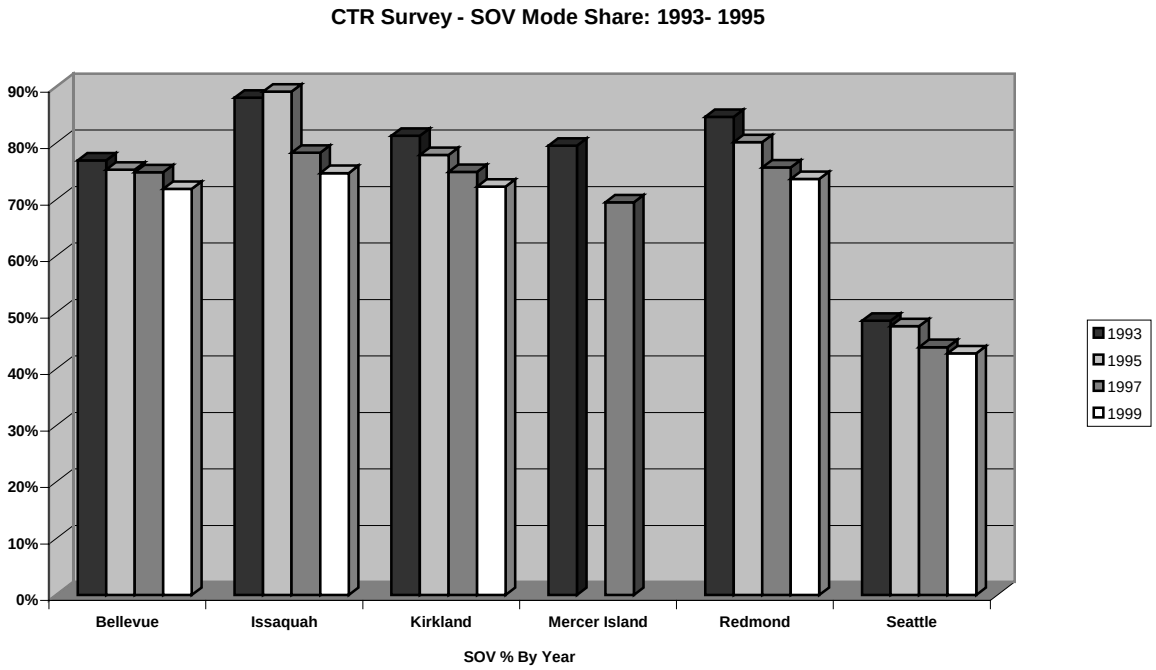


Figure 2

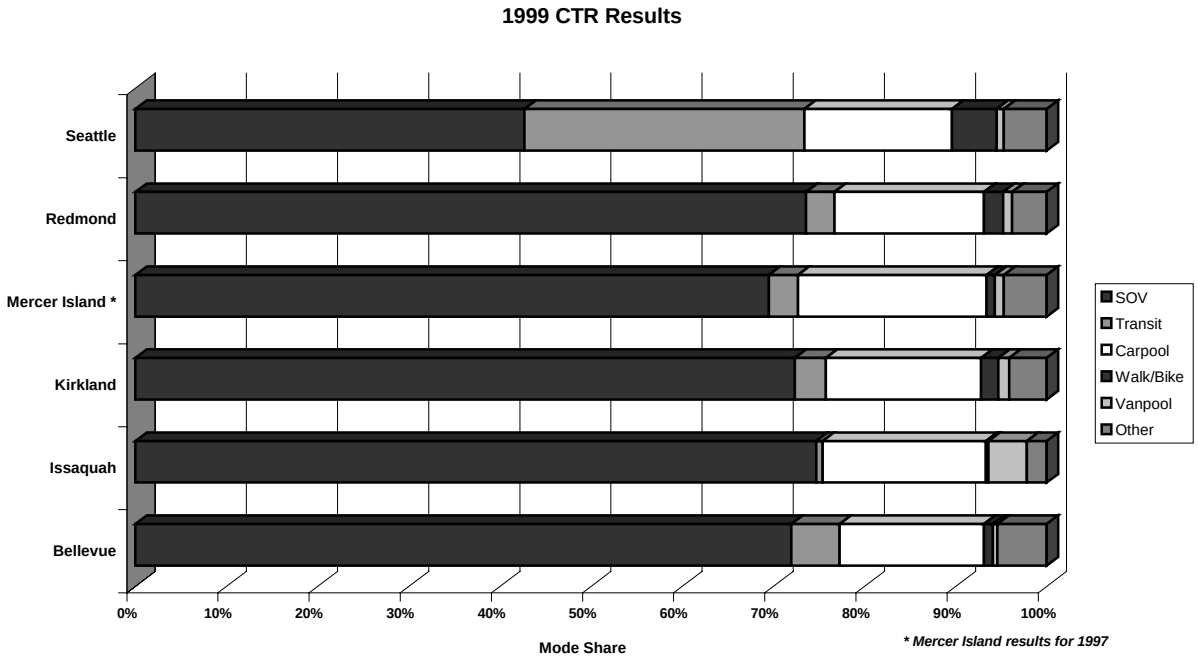
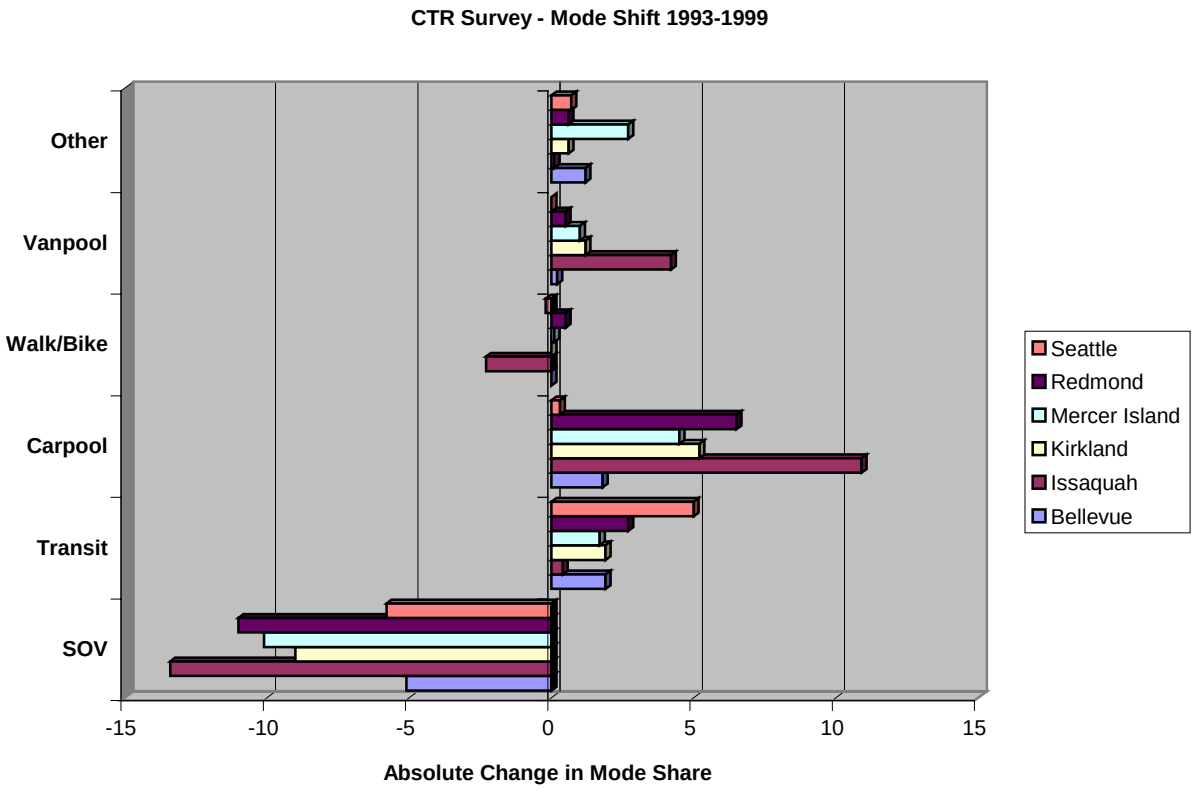


Figure 3



Regional TDM Activities

TDM actions not mandated by the CTR Act have also been implemented on a regional basis in the Puget Sound area.

WSDOT

WSDOT's Office of Urban Mobility (OUM) has established a TDM Resource Center. This center maintains a well developed online website of resources, and manages several TDM related studies and programs. The resource center's primary activates include:

- Vanpool Market Study for Puget Sound: This study analyzed existing use and impacts of vanpooling programs, and identified growth opportunities in the Puget Sound region. Among its findings, the study revealed that vanpooling is used more frequently for trips of longer distances, as 7% of commute trips over 20 miles in the Puget Sound region are made by vanpool, compared to 2% of all commute trips regardless of length. In addition, the study found that the Puget Sound region has the largest existing vanpool program in the country, in terms of vans per capita. Phase II of this study is just starting, and will focus on the implementation of options from among 16 recommendations identified during phase I.

- Integration of TDM in State Transportation Projects: The TDM resource center has been actively working to ensure that TDM is considered in every project that is conducted by WSDOT.

- TDM Training Program and Guide: The WSDOT OUM has developed a TDM guide (1996) that provides suggestions for integrating TDM strategies into planning projects. Additionally, a TDM training program for planners and decision makers has been developed, and will be initially implemented in the winter of 2001.

- Trans-Lake Grant: The OUM has received a $450,000 grant to study TDM options for the Trans-Lake corridor. This grant will enable the OUM to investigate TDM programs and potential TDM actions to a greater degree than is planned for the Trans-Lake Washington Project. A particular point of emphasis will be the relationship between land use and transportation.

- Puget Sound Park-and-Ride Study: This study is a comprehensive appraisal at short-term, mid-term, and long-term park-and-ride demand in the Puget Sound. Included are facility expansion recommendations organized by corridor.

The Washington State Ferry system has developed a program that encourages HOV and vanpool use by its users. 3-person + HOV's or 5-person + vanpools can register to reserve a guaranteed spot on a specific ferry run, allowing them to bypass long waits and ensuring passage at a specific time. The program has active participants on all ferry runs leading into Seattle, and has experienced strong growth in the past two years.

PSRC

The PSRC has a primary role in overseeing application of Growth Management Act requirements in the Puget Sound Region. As such, the PSRC is responsible for reviewing and certifying jurisdictions' comprehensive plan transportation elements for consistency with GMA requirements. GMA supports TDM efforts by creating a denser, centers oriented land use, as well as by requiring that transportation elements consider transit and nonmotorized needs.

The PSRC and WSDOT OUM have co-developed a Regional TDM Action Strategy, which is designed as a framework to guide and coordinate implementation and integration of TDM efforts in the Puget Sound region. The strategy comprises seven guiding initiatives:

1. Institute a region-wide effort to implement adopted TDM policies, ensure regional coordination and consistency, and increase public awareness of transportation issues and options.

2. Accelerate the development of infrastructure needed to support regional TDM activities, including an extensive High Occupancy Vehicle (HOV) system and supportive transportation facilities.

3. Launch land use and corridor-based approaches to regional demand management, taking advantage of near-term opportunities in local jurisdictions, comprehensive planning and in highly visible corridor projects.

4. Aggressively expand both public and private vanpooling throughout the region.
   Invest in alternative transportation products, services and innovations including those designed and targeted for nonwork trips.

5. Invest in alternative transportation products, services and innovations including those designed and targeted for nonwork trips.

6. Develop financial disincentives to driving alone and incentives for using other alternatives. Investigate pricing mechanisms and innovations that more accurately reflect the true costs of transportation.

7. Increase public investment in TDM research, programs and techniques.

The Transit Stations Communities Project is an effort to encourage projects that enhance the relationship between transportation planning and land use development. State, local government and metropolitan planning organizations are eligible to apply for discretionary grants totaling $120 million for 1999-2003. The grant program is part of the federal government's overall Smart Growth Initiative. Projects currently underway are:

- Regional Coordination and Awareness Campaign: A partnership between the PSRC and 1000 Friends of Washington to increase awareness and improve coordination of development opportunities at transit station locations. The objective is to create a broader understanding of transit-oriented development among local governments, transit agencies, the development community, and the general public.

- Local Technical Assistance: The PSRC will select locations within the region to test strategies for making transit-oriented development a reality. Technical assistance activities under consideration for use in this effort include:
  - Station area "profiles" with information on existing land use, zoning, demographics, underutilized parcels, and other details that can help identify opportunities and constraints at selected stations.
  - Market analysis or feasibility studies for specific locations to determine short-term and long-term potential for attracting transit-oriented development.
  - Technical assistance teams to participate in intensive charrettes focused on particular topics, such as zoning and development regulations, leveraging private investment, or public/private joint development agreements.
  - Visual simulation exercises using virtual reality computer technology available at the University of Washington. These simulations could help planning officials and the public better understand possible land use changes in their communities.

The PSRC also is leading efforts to develop a standard Regional ITS architecture. The primary objective of the Regional ITS Architecture project is to identify system replacements, enhancements, and new ITS applications that are compatible with a complete and efficient “intelligent transportation” infrastructure network. This work is supportive of TDM efforts in that development of an ITS improvements will open the door to improved traveler information services, and allow improved operation efficiencies for alternative travel modes.

Another subject that the PSRC has explored transportation financing. A Transportation Pricing Task Force was established by the PSRC in 1995. This group has explored and reported on topics such as the “true,” or complete, cost of transportation, innovative transportation financing strategies, and the impacts of transportation financing decisions.

King County

King County's role in implementing TDM programs has several fronts. As described previously, King County's CTR Services group provides assistance to jurisdictions with implementing their CTR programs. Currently, Bellevue, Kirkland, Seattle, Mercer Island, and Issaquah contract for some level of support, while Redmond independently manages its CTR program.

As the primary transit provider in the study area, King County has an essential role in supporting TDM efforts through implementation and promotion of transit service options. In addition, the county has developed a wide range of TDM programs:

- Flexcar: An innovative car sharing program where groups on people register for the service, and share use of vehicles that are provided by the program. Users are charged based on the amount they use the vehicles. The TDM aspect of Flexcar is that users will be more likely to make auto trips only for those trips for which a car is necessary. Flexcar is currently available in the Capital Hill, Queen Anne, Belltown, and Fremont neighborhoods of Seattle.

- Ridematch Services: King County maintains a database of over 11,000 Puget Sound commuters who are interested in vanpooling or carpooling. The ridematch database helps identify commuters whose home and work locations, as well as work schedules, would allow them to potentially carpool or vanpool.

- Shop & Ride: This program provides additional park-and-ride access to transit at locations where regular park-and-rides do not exist. Transit patrons can park at designated retailer parking lots to catch their bus, and in return agree to spend $30 per month at the participating retailer. There are currently no shop and ride lot locations in the study area.

- Vanpool Program: King County maintains the largest vanpool program in the country. King County provides a full range of services as part of its vanpool program. Vanpool recruiting, driver training, administration, and provision and maintenance of vans are elements of the program. Vanpool users pay a monthly fee based on the size of the van used and length of commute.

- Transit Oriented Development (TOD): King County established a TOD program in 1998, and has since participated in the development of TOD projects in several areas of the county. Within the study, the following TOD projects have been built or are currently planned:
  - Redmond Overlake: Plans for a 300-unit apartment complex to be developed over the Overlake Park-and-Ride lot are being finalized.
  - Doces Building: Affordable residential units and retail to be developed downtown in close proximity to transit services and employment.
  - Northgate: King County will lease 1100 park-and-ride stalls in a large mixed-use development next to the Northgate Transit Center.
  - Convention Place: King County is investigating the potential to develop a pedestrian and transit oriented development in the space over the Convention Place Station.
  - Future Developments: King County is currently studying the potential for TOD at a site in the University District, as well as at park-and-ride lots throughout the region.

- Bus Info: King County produces schedules and route maps, available online or in print, for every route in its bus system. Additionally, the website features locator maps to help transit patrons identify which routes provide service in each area of the county. King County also staffs a rider information phone line that patrons can call to get specific route and schedule information for the trip the need to make.

Commuter Challenge

The Commuter Challenge is a non-profit organization affiliated with the Economic Development Council of Seattle & King County, and additionally supported by local jurisdictions, the Puget Sound Clean Air Agency, King County, and the WSDOT. Commuter Challenge's primary role is to recognize employers that have implemented strong and successful CTR programs. This recognition program involves an annual awards ceremony, where Diamond Awards are presented to a dozen or so King County employers deemed to have the most outstanding CTR programs in a variety of categories. Additional recognition is given through the Pacesetter Award, which is given to employers in King County who have taken positive steps in implementing or improving CTR programs. The awards also recognize employees who are not affected by the CTR law, but voluntarily implement CTR programs.

Local TDM Activities

Several of the jurisdictions in the study area have initiated TDM efforts beyond CTR program implementation.

Bellevue

Bellevue has implemented a "One Less Car Campaign," which includes a website devoted to information on alternative transportation modes. Transit information, bicycling and walking information, trip reduction tips and strategies provided by citizens, and a resource and contact list are included. Bellevue also has produced a transit locater map, with versions available online and in print.

TransManage is a private, non-profit Transportation Management Association (TMA) that is operated by the Bellevue Downtown Association. TransManage's purpose is to help reduce automobile trips in downtown Bellevue by providing marketing and management services to member employers.

Sound Transit and the City of Bellevue have implemented a weekend shuttle during the holiday season. This shuttle provides service between the S Bellevue and S Kirkland park-and-ride lots and downtown Bellevue, and is designed to reduce vehicle use in the commercial core during the holiday shopping season.

The Access Downtown TDM program is a limited term TDM program designed to mitigate the traffic impacts associated with construction of the Access Downtown project in Bellevue. The program is being implemented by the City of Bellevue, TransManage, and King County. The components of the program include:

- Outreach to employers and building managers to offer trip reduction programs.
- Area FlexPass to all downtown employers.
- Provide enhanced ridesharing services to increase participation in vanpools and carpools.
- Extensive marketing campaign to publicize available transportation options.

Another trip reduction program has been implemented by the cities of Bellevue and Redmond as part of the Bel-Red/Overlake Transportation Study (BROTS). As part of the BROTS program, a two-year demonstration effort has begun with the intent of increasing participation in vanpools and carpools. The program is largely promotional in nature, and will include the following components:

- Outreach efforts to employers in the Overlake area.
- Focused ridesharing coordination.
- Rideshare website.
- Vanpool incentives.
- Marketing and promotional efforts.

Bellevue has also instituted several TDM-supportive programs. These include the Bicycling in Bellevue program, which provides information of bike routes as well as riding tips; the Walkway/Bikeway minor capital fund, which provides a source of funding for minor pedestrian and bicycle linkages; and the Neighborhood Transit Links program, which will establish pedestrian connections between existing neighborhoods and transit service locations.

Bellevue's city code and development standards contain TDM supportive requirements. Large developments in Bellevue are required to submit a Transportation Management Plan (TMP). The TMP requirements vary depending on development type, size, and location, but generally include measures to encourage use of non-SOV modes, such as identifying an employee transportation representative or providing information on alternative commute modes. Bellevue also maintains maximum parking allowances for many land use types, and allows shared use parking if certain conditions are met.

Redmond

In addition to the aforementioned BROTS TDM effort, the City of Redmond has instituted a specialized shuttle route from the Kingsgate area to downtown Redmond and Redmond Town Center via Willows Road. The unique feature of this route is that it is geared toward commuters, and provides DART service to certain residential and business areas.

The Greater Redmond TMA is a private, not-for-profit Transportation Management Association that provides transportation services, commute trip reduction planning, and education to a consortium of major employers. The GRTMA has a current membership of 179, representing about 55,000 employees. Among the GRTMA's efforts are a comprehensive website with specific, detailed information on alternative commuting modes. In addition, the GRTMA operates Ridequest.com, a specialized ridematching service aimed specifically at commuters who work in Redmond.

Redmond's city code includes several TDM supportive measures. New developments are required to implement transit supportive facilities. The measures required are tailored to each specific land use type. Typical requirements include direct pedestrian access and circulation, building clustering, covered walkways, bicycle facilities, and transit shelters and facilities. All industrial and commercial developments in Redmond that are large enough to warrant transportation mitigation are also required to develop TMPs. The TMP requirements are generally similar to requirements for CTR affected employers.

Seattle

Seattle has recently instituted several TDM programs grouped under the program title of "Way to Go Seattle." Included in this program is the "One Less Car" campaign, a pilot project where The City will offer approximately 25 households a weekly financial incentive and information to help them reduce automobile use, try other transportation options, and rethink the way they use their car for both commuting and errands or entertainment. Most likely, the project will show people that they can save money and simplify their lives by not owning their second or third, or even first car. In exchange, participating families will sign a contract to not use their "extra" car during the pilot, keep a diary of their transit behavior and choices, and help us determine both the barriers and incentives to car trip reduction.

The other primary component of the Way to Go Seattle campaign is the Car Smart program. Car Smart is a TDM campaign aimed at neighborhoods. The centerpiece is a website that provides information, tips and ideas, resources, and a bulletin board relating to transportation information. Car Smart also includes a community grant program, where neighborhood groups can apply for funding up to $5000 for programs or projects that are designed to reduce SOV commuting.

In the downtown, Seattle has reserved on-street and off-street parking spaces for registered HOV's and Vanpools. These spaces promote non-SOV use by ensuring convenient, discounted cost parking for carpools and vanpools.

Seattle's development standards contain provisions limiting the maximum amount of provided parking for most land uses. Additionally, conditions are outlined to identify opportunities for shared parking. Bicycle parking is a specific requirement for multi-family and many commercial uses. In instances where covered automobile parking is available, bicycle parking must also be covered. In certain cases, Seattle also requires TDM elements as a condition of gaining a building and occupancy permits.

Also supportive of TDM efforts, Seattle maintains an aggressive bicycling program. This program includes development of new facilities, designation of on-street routes where appropriate, the aforementioned bicycle parking requirements, and provision of bicycling information online and in print.

Kirkland

In addition to CTR activities, Kirkland restricts employee parking at most locations in the central business district. Also, Kirkland has an active nonmotorized program, which continues to pursue the implementation of new TDM-supportive pedestrian and bicycle facilities.

University of Washington

The University of Washington (UW) maintains an aggressive TDM program. Located in a congested urban setting just north of the SR-520 corridor, UW has an ongoing agreement with the City of Seattle to implement programs and strategies to limit vehicles trips to and from campus. The centerpiece of UW's TDM program is a subsidized transit pass termed U-Pass, which is available to all students, faculty, and staff at a substantially reduced rate. U-Pass is good for bus service on King County Metro, Sound Transit, and Community Transit. Free HOV parking is also provided on campus for U-Pass holders.

To promote walking, the UW has implemented a free night shuttle to provide students living near campus a ride home after dark. For bicyclists, bike racks are located throughout the campus. Use of the bicycle racks is free. For $50 per year, bicyclists can rent enclosed, secure bike lockers instead.

Trans-Lake Washington Project

Attachment 1-B

Draft Technical Memo:
Review and Identification of
TDM and TDM-Supportive
Comprehensive Plan Policies

Trans-Lake Washington Project
Washington State Department of Transportation
Sound Transit

DRAFT - TECHNICAL MEMORANDUM

Date: **January 5, 2001**

Subject: **Review and Identification of TDM and TDM-Supportive Comprehensive Plan Polices**

E-File ID: **100300**

File Code: **100300-TM2**

Methodology

A review of comprehensive plans was completed to identify the policy direction regarding Travel Demand Management (TDM) established by each of the jurisdictions in the Trans-Lake study area. Transportation and Land Use elements of comprehensive plans for Beaux Arts, Bellevue, Clyde Hill, Hunts Point, Issaquah, King County, Kirkland, Medina, Mercer Island, Redmond, Seattle, and Yarrow Point were reviewed to identify policies relating to TDM or TDM-supportive strategies.

Identification of TDM strategies is complicated by the somewhat elusive definition of just what constitutes travel demand management. TDM typically refers to programs or actions that focus on reducing the *demand* for single-occupant vehicle travel. TDM actions can include vanpooling and carpooling programs, public awareness/education, rideshare matching services, employer based programs such as Commute Trip Reduction (CTR), parking or congestion pricing, transit rider information, and incentive programs. Also, land use and parking policies that result in reduced SOV trips are often considered TDM elements as well.

In addition to demand-side programs that are aimed at reducing travel, there are many actions focused on the *supply* of transportation services or infrastructure that are not specifically TDM actions themselves, but do support TDM or are necessary for TDM programs to succeed. For example, expansion of the HOV system would not be considered a TDM action, although it would support TDM efforts aimed at increasing use of ridesharing or transit.

Rather than try to limit this review to TDM-specific strategies, all policies that support TDM efforts are identified. Policies are grouped into eight categories, defined as follows:

TDM Specific Policies

- *TDM* – Programs specifically designed to reduce demand for SOV travel through a variety of actions. This category includes all strategies that aim at increasing utilization of non-SOV modes that are focused on the use side, rather than the facility or service development side. (Employer based programs categorized under CTR. Land Use and Parking strategies also categorized separately).

- *CTR* – Strategies involving employer-based TDM programs designed to limit commute trips.

- *Parking* – Strategies involving parking supply or costs that have the potential to reduce SOV use.

- *Land Use* – Actions or strategies that support SOV reductions through land use actions, such as development review requirements or zoning regulations.

TDM Supportive Policies (Focus is on the supply of infrastructure or services).

- *HOV* – Physical improvements to the HOV system. (Programs designed to encourage use of HOVs are categorized under TDM).

- *Nonmotorized* – Actions to improve nonmotorized transportation facilities. (Programs designed to encourage use of Nonmotorized Transportation are categorized under TDM).

- *Transit* – Strategies to improve transit service and facilities, as well as access to transit. (Programs designed to encourage use of transit are categorized under TDM).

- *Multimodal* – Strategies promoting a focus on modes other than SOV. These differ from the TDM category in that their focus is on the *provision* of alternative modes, rather than the *use* of alternative modes.

Summary of Findings

Local jurisdictions have instituted a wide range of policies aimed at managing travel demand, as well as policies supporting development of facilities and services that have direct benefits to TDM programs. Each of the larger jurisdictions in the study area has adopted policies related to seven or more of the eight policy categories defined previously. The smaller jurisdictions, including Beaux Arts, Clyde Hill, Hunts Point, Medina, and Yarrow Point, have comprehensive plans with narrower focuses, and therefore have not typically established policies that support TDM efforts. The exception is Yarrow Point, which includes in it's comprehensive plan two general polices supporting TDM and Transit measures to address travel demand on the SR-520 corridor. Table 1 summarizes the TDM and TDM-supportive areas covered by jurisdictions' comprehensive plan policies.

The policies identified have also been further classified within each category by focus. The focus attempts to group like polices by intent within each broader category. The focus areas identified for each category are as follows:

- *TDM* - Coordination, Disincentives, Education/Promotion, Expanded Focus, Incentives, SOV Trip Reduction, System Efficiency.

- *CTR* - Implement CTR Programs.

- *Parking* - Coordination, Non-SOV, Pricing, Supply.

- *Land Use* - Density/Infill, Jobs/Housing Balance, Mitigation, Mixed Use, Multimodal Support/Access, Transportation/Land Use Connections, Urban Centers Concepts.

- *HOV* - Complete Regional System, Local System Improvements.

- *Nonmotorized* - Connect Activity Centers, Develop System.

- *Transit* - Local Service, Regional/High Capacity Service, Service Improvements, Support facilities, Transit/Land Use Linkage, Transit Access.

- *Multimodal* - Provide and Promote Modal Options.

Appendix A contains full information on the policies identified. The policies are grouped by category, focus, and agency, with policy text and source references provided. Some policies did not as clearly fit into a single category or focus area. In these cases, the most applicable category and focus were identified and applied, rather than grouping the policy in multiply areas.

Table1

TDM and TDM Supportive Polices in Local Comprehensive Plans

Policy Category	Bellevue	Issaquah	Redmond	Seattle	Kirkland	Mercer Island	King County	Yarrow Point	Hunts Point	Medina	Beaux Arts	Clyde Hill
TDM	✓	✓	✓	✓	✓	✓	✓	✓				
CTR	✓	✓	✓	*	*	✓	*					
Parking	✓	✓	✓	✓	✓	✓	✓					
Land Use	✓	✓	✓	✓	✓	✓	✓					
HOV	✓		✓	✓	✓		✓					
Nonmotorized	✓	✓	✓	✓	✓	✓	✓					
Transit	✓	✓	✓	✓	✓	✓	✓	✓				
Multimodal	✓	✓		✓	✓	✓	✓					

* *While these jurisdictions have enacted CTR Ordinances and do administer CTR programs, their Comprehensive Plans do not contain policies specifically focused on CTR.*

TDM Specific Policies

Each of the primary jurisdictions in the study area has established specific TDM policies. Table 2 further breaks down TDM policies by focus. More general polices aimed at expanding TDM efforts and reducing SOV travel have been established by most of the jurisdictions. On the other end of the spectrum, more specific polices, such as those dealing with providing incentives or disincentives, or even increasing promotion of TDM programs, have only been adopted by a few jurisdictions. Interestingly, only Redmond has established a policy that encourages coordinating TDM efforts with other agencies.

Bellevue, Redmond, Seattle, and King County have established a broad range of TDM policies that cover several of the focuses identified. Issaquah, Kirkland, and Mercer Island have more narrowly focused policies that cover only one or two of the focus areas. Yarrow Point also has a general TDM policy that is aimed at improving the system efficiency.

While all of the primary jurisdictions have well established CTR programs, Seattle, Kirkland, and King County have not adopted comprehensive plan policies that specifically relate to commute trip reduction or employee-specific TDM measures. All of the primary jurisdictions have adopted land use and parking policies aimed at reducing travel demand.

Table 2

Focus of TDM Policies

TDM Policy Focus	Bellevue	Issaquah	Redmond	Seattle	Kirkland	Mercer Island	King County	Yarrow Point	Hunts Point	Medina	Beaux Arts	Clyde Hill
Coordination			✓									
Disincentives	✓						✓					
Education/Promotion	✓		✓	✓								
Expanded Focus		✓	✓	✓			✓					
Incentives	✓		✓	✓								
SOV Reduction	✓		✓	✓	✓	✓	✓					
System Efficiency			✓	✓	✓			✓				

TDM Supportive Policies

In addition to policies specifically targeted at managing travel demand, polices that support TDM by providing additional multimodal facilities or services were also identified. Each primary jurisdiction in the study area had policies related to transit and nonmotorized transportation (shown previously in Table 1). These jurisdictions, with the exceptions of Issaquah and Mercer Island, also have established policies in support of HOV facility development. However, HOV policies were not nearly as prevalent as transit and nonmotorized policies in any of the plans reviewed. Finally, several policies that advocated for the development of a transportation system with a variety of modal choices were categorized as "Multimodal." All of the primary jurisdictions except Redmond had one or more policies of this type.

Each of these polices are presented in Attachment 1-B1, arranged by category and focus.

Trans-Lake Washington Project

Attachment 1-B1

TDM-Supportive
Comprehensive Plan Policies

TRANS-LAKE WASHINGTON STUDY

Attachment 1-B1: TDM-Supportive Comprehensive Plan Policies

DRAFT 5-Jan-01, Parsons Brinckerhoff

Category	Focus	Agency	Policy #	Policy	Element
TDM	Coordination	Redmond	TR-52	Work with other jurisdictions to develop TDM programs, policies, regulations and strategies which are fair, consistent and in support of local land use and transportation objectives.	Transportation Element
TDM	Coordination	Redmond	TR-49	Develop and maintain a list of acceptable TDM techniques. Employers and developers should be allowed to propose TDM programs and strategies which best fit their particular situation, with the assistance of the City. Individual employers should not be required to have more than one Transportation Management Program (TMP).	Transportation Element
TDM	Coordination	Redmond	TR-51	Encourage the development of Transportation Management Associations (TMAs) in areas where employers are clustered within the same vicinity.	Transportation Element
TDM	Disincentives	Bellevue	TR-17	Support establishment of federal and state gasoline taxes at levels which provide a disincentive for use of single-occupant vehicles, and use the proceeds to fund increased transit and other travel alternatives.	Transportation Element
TDM	Disincentives	King County	T-529	King County should work with the WSDOT, PSRC, and cities to develop and implement a regional policy of appropriate applications of transportation pricing strategies that reflect higher cost of peak hour automobile usage.	Transportation Element
TDM	Education/Promotion	Bellevue	TR-16	Promote increased citizen awareness of travel alternatives available for mid-day as well as commute trips.	Transportation Element
TDM	Education/Promotion	Redmond	TR-39	Actively promote the use of bicycle and pedestrian transportation as alternatives to the motorized transportation.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
TDM	Education/Promotion	Seattle	T7	Initiate and support public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Inform those who now commute by single-occupant vehicle about the economic, societal, and environmental costs of their choices. Support federal, state, and other efforts that increase the single-occupant vehicle driver's share of the true cost of car use.	Transportation Element
TDM	Education/Promotion	Seattle	T6	Educate the public, especially youth, about the individual and societal benefits of alternatives to cars. Encourage incentives and support efforts to induce future generations to become regular users of transit and non-motorized modes.	Transportation Element
TDM	Expanded Focus	Issaquah	T-5.1	[TDM] Requirements: Implement and enhance existing transportation demand management requirements and expand them beyond office uses to other high volume generators such as retail stores, entertainment and recreational facilities.	Transportation Element
TDM	Expanded Focus	King County	T-528	The County should recognize the financially support efforts to advance TDM. To this end, funds should be identified in the annual Capital Improvement Program or operating funds to implement transportation demand management, strategies, public education/information, research and planning.	Transportation Element
TDM	Expanded Focus	Redmond	TR-53	Improve ride sharing services such as marketing, personalized commuter assistance, ride matching and van pools through a cooperative effort with transit providers and other Eastside jurisdictions.	Transportation Element
TDM	Expanded Focus	Seattle	T8	Support and promote commute trip reduction (CTR) programs, telecommuting, electronic communications, variable work weeks, flextime, and a variety of travel demand management (TDM) strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system. Develop and implement a coordinated program of incentives, alternative travel options, land use measures, innovative design, regulations, services, and marketing strategies. Allow developers to choose among TDM strategies. Where appropriate, pursue TDM strategies at the regional level. Support implementation of advanced transportation and communications technologies, such as intelligent vehicle, highway, arterial, and transit systems.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
TDM	Incentives	Bellevue	TR-14	Encourage major employment facilities to have child-care opportunities on-site or nearby.	Transportation Element
TDM	Incentives	Bellevue	TR-18	Support federal tax policies which promote transit and ridesharing.	Transportation Element
TDM	Incentives	Redmond	TR-47	Implement Transportation Demand Management strategies that emphasize incentives rather than disincentives. Avoid imposing disincentives to single-occupant vehicle travel when the City determines there is an absence of reasonable transportation alternatives.	Transportation Element
TDM	Incentives	Seattle	T43	Remove barriers to, and create incentives for, walking and bicycling for commuting, errands, other short trips, and recreation.	Transportation Element
TDM	SOV Trip Reduction	Bellevue	TR-68	Provide a safe system of park-and-ride and park-and-pool lots to serve activity centers in the region and on the Eastside in order to intercept trips by single-occupant vehicles closer to the trip origins, reduce traffic congestion, and reduce total vehicle miles traveled.	Transportation Element
TDM	SOV Trip Reduction	King County	T-525	TDM strategies should be used to promote travel efficiency and energy conservation and reduce the adverse environmental impacts of the transportation system. These strategies should include CTR, demand and system management. TDM measures may include telecommuting, congestion pricing, parking management, non-motorized travel, site design standards, public information, ridesharing, public transportation, joint use of parking facilities, and park and ride and other intermodal transfer facilities.	Transportation Element
TDM	SOV Trip Reduction	Kirkland	T-5.2	By the year 2012, strive to achieve a mode split of 70 percent single-occupant vehicle (SOV) and 30 percent transit/other mode in the southwestern, northwestern, and northeastern subareas. Achieve a mode split of 80 percent SOV and 20 percent transit/other mode in the eastern subarea.	Transportation Element
TDM	SOV Trip Reduction	Kirkland	T-5.5	Promote transportation demand management (TDM) strategies to help achieve mode split goals. TDM may include incentives, programs, or regulations to reduce the number of single-occupant vehicle trips.	Transportation Element
TDM	SOV Trip Reduction	Mercer Island	TR 3.1	The City of Mercer Island will work to reduce total vehicle miles traveled through implementation of transportation demand management	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
				measures and other techniques.	
TDM	SOV Trip Reduction	Redmond	TR-54	Reduce reliance on the single-occupant vehicle by establishing and monitoring goals for use of alternatives modes of travel (e.g. "mode split"). The mode split goals for each Transportation Management District are shown in Table TR-4.	Transportation Element
TDM	SOV Trip Reduction	Seattle	T10	Evaluate, against the following mode choice goals, the success of the City's and the region's land use strategies, and transportation systems and programs, in reducing single-occupant vehicle use.	Transportation Element
TDM	System Efficiency	Kirkland	T-5.1	Develop an approach for measuring level of service that focuses on the overall capacity of the transportation system to move goods and people. New level of service standards should provide a comprehensive, integrated approach to measuring the motorized and nonmotorized components of the transportation system. Until this system is developed, use the standards described in Policies T-5.2, T-5.3, and T-5.4 below.	Transportation Element
TDM	System Efficiency	Redmond	TR-46	Place a high priority on the use of Transportation Demand Management techniques as effective and efficient mechanisms for addressing transportation problems. Use transportation demand management techniques to help increase the person-carrying capacity of the transportation system.	Transportation Element
TDM	System Efficiency	Seattle	T20	Do not attempt to provide street space to meet latent demand for travel by car. Do not pursue freeway expansion for the sole purpose of increasing general traffic capacity. Increase capacity of principal arterials where and as appropriate, either by expansion or by operating changes. Increase capacity on streets other than principal arterials only if needed to improve safety; but allow increased capacity for isolated connections to regional roadways to maintain the integrity and continuity of the street system, or if needed to achieve level-of-service standards. Use transportation system management (TSM) techniques as appropriate to manage street space. Reallocate street space among various uses (e.g., general traffic, transit, trucks, carpools, bicycles, parking, pedestrians) as needed to enhance the key function(s) of a street.	Transportation Element
TDM	System Efficiency	Yarrow Point	E2	[Encourage use of carpools and vanpools]	

Category	Focus	Agency	Policy #	Policy	Element
CTR	Implement CTR	Bellevue	TR-11	Encourage employers to permit employees to work part-time or full-time at home, to reduce commute trips.	Transportation Element
CTR	Implement CTR	Bellevue	TR-8	Coordinate with other Eastside jurisdictions, the private sector, and the transit provider to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors: - Parking; - Services to increase high-occupancy vehicle use; - Demand management program elements, including incentives; and - Reporting, monitoring, and performance evaluation standards.	Transportation Element
CTR	Implement CTR	Bellevue	TR-9	Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. Evaluate program effectiveness every two years and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the City's goals for reducing use of single-occupant vehicles.	Transportation Element
CTR	Implement CTR	Bellevue	TR-12	Continue to ensure that the City as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.	Transportation Element
CTR	Implement CTR	Issaquah	T-5.6	Commute Trip Reduction: Establish parking requirements and standards that support CTR objectives by: -Providing reserved parking spaces for carpool and vanpool vehicles at locations convenient to building entrances; -Re-evaluating parking standards to determine whether changes in parking demand resulting from the CTR law, transit improvements, employment growth or other reasons warrant revisions to the standards. -Work closely with employers that are not regulated by CTR program, such as Issaquah District, to establish programs with similar goals to reduce commute trips.	Transportation Element
CTR	Implement CTR	Mercer Island	TR 10.2	Consistent with King County's countywide policies requirements, the City of Mercer Island establishes mode split goals for work trip travel to the island as follows: transit 0.31%, carpool/vanpool trip 16.45% and single occupant vehicles - 83.24%.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
CTR	Implement CTR	Mercer Island	TR 5.4	The City of Mercer Island complies with the Commute Trip Reduction requirements of the state through adoption and implementation of their CTR plan.	Transportation Element
CTR	Implement CTR	Mercer Island	TR 1.1	The City of Mercer Island encourages measures to reduce vehicular trips consistent with the city's adopted Commute Trip Reduction (CTR) Plan.	Transportation Element
CTR	Implement CTR	Redmond	TR-48	The City shall require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. The City shall evaluate program effectiveness every three to five years and, in conjunction with other Eastside jurisdictions, lower the affected employer size threshold if appropriate to achieve the City's goals for reducing use of single-occupant vehicles.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Parking	Coordination	Bellevue	TR-15	Reduce individual vehicle trips from nearby uses by encouraging private development to undertake agreements on the joint use and funding of shared parking facilities, with provision for pedestrian linkages.	Transportation Element
Parking	Coordination	King County	T-530	King County should work with the cities and other affected agencies to develop a regional parking strategy which is consistent with the intent of regional and local transportation plans to encourage HOV vehicle travel and to increase transit ridership. This strategy should include establishing minimum and maximum parking ratios.	Transportation Element
Parking	Coordination	Kirkland	T-8.5	Coordinate parking policies with adjacent jurisdictions	Transportation Element
Parking	Coordination	Mercer Island	TR 1.2	The City of Mercer Island encourages businesses and residential areas to explore opportunities for shared parking and other parking management strategies.	Transportation Element
Parking	Non-SOV	King County	T-527	Management of employee parking should be used to discourage commuting by SOVs, such as provision of preferred parking for HOV and bicycle parking. Regulations should consider the accessibility to adequate public transportation and HOV facilities and services. The Guideline for Commuter Parking Policies, approved by the Growth Management Planning Council on January 19, 1994, should be used as a guideline for parking facility and service requirements instituted by the County.	Transportation Element
Parking	Non-SOV	Seattle	T31	Establish or maintain minimum long-term and/or short-term off-street parking requirements for new development for special vehicles and purposes, where appropriate, such as carpools, vanpools, bicycles, zero-emission vehicles, and vehicles for persons with disabilities.	Transportation Element
Parking	Pricing	Bellevue	TR-10	Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage single-occupant vehicles, such as: - Establish methods to charge for parking single-occupant vehicles; - Impose a parking tax, through state enabling legislation; and - Provide tax incentives and other credits to employers that eliminate employee parking subsidies.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Parking	Pricing	Redmond	TR-61	The City should pursue parking pricing strategies as a mechanism to support its transportation demand management objectives.	Transportation Element
Parking	Pricing	Seattle	T25	Consider imposing a commercial parking tax, but only if it is imposed regionally. Use revenues, at least in part, to enhance non-auto modes.	Transportation Element
Parking	Supply	Issaquah	T-5.5	Adjacent to Transit: Allow additional parking below the maximum standard for developments located adjacent to transit service or facilities. Pedestrian facilities should be provided in exchange for reductions in required parking.	Transportation Element
Parking	Supply	Mercer Island	TR 11.1	The City of Mercer Island will establish flexible parking requirements for CBD development based on the type and intensity of the proposed development; the site location; the potential for impacts on adjacent uses; the opportunities for transit, carpooling or shared parking; and the objective to enhance the pedestrian environment in the site design.	Transportation Element
Parking	Supply	Redmond	TR-58	Establish and maintain a maximum parking ratio for employee parking, with administrative flexibility to allow exceptions to the maximum if appropriate.	Transportation Element
Parking	Supply	Redmond	TR-55	Adjust minimum and maximum long-term parking requirements outside of Downtown and Overlake to fit the 1993 level of demand. If consistent with demonstrated constraints imposed by financing institutions, reduce this requirement further as transportation options increase with development of enhanced transit service and/or as demand drops with achievement of Commute Trip Reduction Act goals.	Transportation Element
Parking	Supply	Redmond	TR-56	Set the minimum and maximum long-term parking requirements in Overlake and Downtown below the 1993 level of parking demand, if consistent with demonstrated constraints imposed by financing institutions. Phase in this requirement as transit service is enhanced.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Parking	Supply	Redmond	TR-59	Encourage the adjustment of parking ratios less than the required minimum for office, industrial, institutional and mixed-use land uses by: A. Streamlining the process for new development to provide less than the minimum parking where demand for employee parking is below normal; B. Allowing and encouraging property owners of major work sites to reduce their parking supply, especially where an excess exists, to support Commute Trip Reduction Act goals; C. Allowing reductions in minimum parking ratios in exchange for contributions to improved transit services and/or facilities; and D. Allowing parking to be provided below the minimum ratio where there are incentives to redevelop existing sites in employment centers supported by transit and where such actions are not likely to cause	Transportation Element
Parking	Supply	Redmond	TR-57	Consistent with demonstrated constraints imposed by financing institutions, apply parking ratios that reflect the least amount of parking spaces (intended for employee parking) required for development approval where forms of transportation other than private automobile are available to serve commuter needs.	Transportation Element
Parking	Supply	Seattle	T26	Consider establishing maximum parking limits for long- and short-term off-street parking to be provided by new non-residential development, tied to the changing availability of non-auto modes in a particular area. Review minimum parking requirements and maximum limits periodically as conditions change, such as land use mix, land use density, and the availability of transit and other non-auto modes.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Density/Infill	King County	U-502	King County shall seek to achieve through future planning efforts over the next twenty years, an average zoning density of at least seven to eight homes per acre in the Urban Growth Area through a mix of densities and housing types. A lower density zone may be used to recognize existing subdivisions with little or no opportunity for infill or redevelopment.	Land Use Element
Land Use	Density/Infill	Kirkland	LU-5.2	Maintain and enhances Kirkland's Central Business District (CBD) as a regional Activity Area, reflecting the following principles in development standards and land use plans: -Create a compact area to support a transit center and promote pedestrian activity. (more..)	Land Use Element
Land Use	Density/Infill	Kirkland	LU-2.2	Use land efficiently, facilitate infill development or redevelopment, and, where appropriate, preserve options for future development	Land Use Element
Land Use	Density/Infill	Kirkland	LU-5.3	Support Totem Lake's development as a regional Activity Area with a diverse pattern of land uses. -Recognize the area around Totem Lake Mall and Evergreen Hospital as the "core" district where higher densities and intensities of land use are focused. Create a compact area to support transit center and promote pedestrian activity. (more..)	Land Use Element
Land Use	Density/Infill	Mercer Island	4.1	A higher concentration of residences should be located in close proximity to the core commercial area within the existing CBD boundaries and provide for the major focus of residential growth within the community	Land Use Element
Land Use	Density/Infill	Mercer Island	1.5	A maximum floor area ratio should be established which provides the economic incentives for redevelopment; provides sufficient intensity to support transit, bicycle and pedestrian facilities; and creates a focus for social, cultural and commercial activities and supports the design elements of the plan.	Land Use Element
Land Use	Density/Infill	Seattle	L1	Promote development in compact mixed-use neighborhoods, which shall be designated as urban villages.	Land Use Element
Land Use	Jobs/Housing Balance	Bellevue	TR-4	POLICY TR-4. Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Jobs/Housing Balance	Bellevue	LU-22	Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs to be created in the Downtown over the next decade.	Land Use Element
Land Use	Jobs/Housing Balance	Redmond	TR-4	Emphasize planning of land uses which minimizes the demand for travel by: A. Providing for a mixture of compatible, complementary uses in close proximity to each other, and B. Providing for a balance of employment and housing within the City limits.	Transportation Element
Land Use	Mitigation	Issaquah	T-1.6	Reduce Transportation Demand: Provide opportunities through the development review process that reduce transportation demand City-wide. -VMT based mitigation (vehicle miles traveled) -Aggregation of mitigation requirements. -Transfer of mitigation from mode to mode.	Transportation Element
Land Use	Mitigation	King County	T-526	Transportation demand and system management strategies beyond those adopted as County regulation should be considered as mitigation for traffic impacts of proposed development. Mixed-use development should be promoted for reducing vehicle travel between land uses. Mitigation payment for the new development should be based on trips generated after consideration of the effects of TDM measures.	Transportation Element
Land Use	Mixed Use	Bellevue	LU-4	Support inclusion of residential uses in commercial districts where compatibility can be demonstrated.	Land Use Element
Land Use	Mixed Use	Issaquah	L-4.1	Cultural and Business District (CBD): . . .maximize public access to [developments] by: . . . 4.1.1.4 Permitting mixed use buildings and development projects . . . 4.1.1.5 Permitting parking requirements to be met by the use of flexible and creative mechanisms such as allowing on-street parking to credit toward parking requirements, shared parking, and other methods;	Land Use Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Mixed Use	Issaquah	L-3.5	Neighborhood hubs: Establish overlay zones for appropriate areas to allow for neighborhood hubs. .. ,including: 3.5.1 Convenience services including bus stops (or intra-transit), Mom & Pop scale groceries, day care, cafes; .. 3.5.3 Location within residentially zoned areas within 1/4 mile of surrounding residential; 3.5.4 Site design limiting parking spaces and encouraging pedestrian/bike access; .. 3.5.7 Mixed use developments (more..)	Land Use Element
Land Use	Mixed Use	Issaquah	L-3.3	Mixed Use Neighborhoods: Mixed use neighborhoods shall be encouraged in appropriate zones. . .	Land Use Element
Land Use	Mixed Use	King County	U-619	Community Business Centers may include residential densities from 12 to 48 homes per acre when convenient to a major arterial or well served by transit.	Land Use Element
Land Use	Mixed Use	King County	T-203	The transportation system in the Urban Growth Area should be consistent with urban development policies and growth targets. System improvements should implement the Urban Land Use Chapter and be prioritized according to the process contained in the Transportation Needs report. Mixed land uses that reduce travel demand should be supported.	Transportation Element
Land Use	Mixed Use	Kirkland	LU-3.2	Encourage residential development within existing business districts.	Land Use Element
Land Use	Mixed Use	Kirkland	LU-3.1	Provide employment opportunities and shops within walking or bicycling distance of home.	Land Use Element
Land Use	Mixed Use	Kirkland	LU-3.3	Consider small-scale shops and services at or near the park and ride lots.	Land Use Element
Land Use	Mixed Use	Kirkland	LU-4.2	Locate the most dense residential areas close to shops and services and transportation hubs.	Land Use Element
Land Use	Mixed Use	Mercer Island	1.1	A mixed-use commercial core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for the CBD.	Land Use Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Mixed Use	Redmond	LU-61	Redmond should encourage mixed uses in all commercial designations, except those devoted to heavy commercial uses, such as lumberyards, outdoor sales and automobile sales and repair. Mixed-use developments shall be designed to encourage compatibility among the uses. The uses within the development shall be compatible with each other and surrounding uses.	Land Use Element
Land Use	Mixed Use	Seattle	T14	Encourage a mix of complementary neighborhood businesses and services in urban villages to encourage short trips easily made by walking or bicycling.	Transportation Element
Land Use	Mixed Use	Seattle	L86	Permit limited amounts of non-residential activity in some higher-density multifamily areas in order to increase opportunities for residents to walk to neighborhood services and to promote more active street environments.	Land Use Element
Land Use	Mixed Use	Seattle	L102	Permit commercial uses serving the needs of the residential population at the street level of residential structures in specified areas, to promote an active street environment and greater convenience to services in high density neighborhoods.	Land Use Element
Land Use	Multimodal Support/Access	Bellevue	LU-19	Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.	Land Use Element
Land Use	Multimodal Support/Access	Bellevue	TR-13	Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as: - Preferential parking for carpools and vanpools; - Special loading and unloading facilities for carpools and vanpools; - Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and - Bicycle parking and related facilities.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Multimodal Support/Access	Bellevue	TR-7	Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include: - Orient the major building entries to the street and closer to transit stops; - Avoid large surface parking areas between the building frontage and the street; - Provide pedestrian pathways that minimize distances to activities and to transit stops; - Where feasible, cluster major buildings within developments to improve pedestrian and transit access; - Provide weather protection in key areas, such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing; - Design for pedestrian safety, including adequate lighting and paved, hazard-free surfaces; - Provide bicycle connections and secure storage convenient to major transit facilities; - Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use; - Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and - Encourage the availability of restrooms for public use.	Transportation Element
Land Use	Multimodal Support/Access	Bellevue	TR-53a	Work with private developers and the transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, commercial office, and other types of development. [Amended Ord. 5058]	Transportation Element
Land Use	Multimodal Support/Access	Bellevue	TR-6	Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.	Transportation Element
Land Use	Multimodal Support/Access	King County	T-534	New land use plans, subdivisions and urban planned development proposals should include project proposals which enhance nonmotorized mobility and access.	Transportation Element
Land Use	Multimodal Support/Access	King County	U-511	The creation of Urban Planned Developments (UPDs) is intended to serve as a model for achieving a mix of uses, appropriate development patterns, and high quality design as well as providing for public benefits which shall include: a. . . . d. transit and non-motorized transportation opportunities.	Land Use Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Multimodal Support/Access	King County	U-517	King County zoning and subdivision regulations should facilitate the creation of useable open space, community facilities and nonmotorized access. Pedestrian mobility should be prioritized and the impact of automobiles on the character of the neighborhood reduced.	Land Use Element
Land Use	Multimodal Support/Access	King County	U-405	Within the Full Service Areas with Transit Priority, King County shall invest in transit and road improvements that support transit. . .	Land Use Element
Land Use	Multimodal Support/Access	Kirkland	LU-3.5	Incorporate features in new development projects which support transit and nonmotorized travel as alternatives to the single-occupant vehicle.	Land Use Element
Land Use	Multimodal Support/Access	Kirkland	LU-5.1	Reflect the following principles in development standards and land use plans for commercial areas: Urban Design -Create lively and attractive districts with a human scale. -Support a mix of retail, office, and residential uses in multistory structures. Access -Encourage multimodal transportation options, especially during peak traffic periods. -Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity. -Encourage pedestrian travel to an within the commercial area by providing: safe and attractive walkways; Close groupings of stores and offices; .. -Promote non-SOV travel by reducing total parking area where transit service is frequent.	Land Use Element
Land Use	Multimodal Support/Access	Mercer Island	TR 6.4	In the project development review process, the City of Mercer Island will evaluate transportation implications including: . . . -transit requirements, for travelers and for transit operators; -facilities and needs for travel by non motorized travel modes; and -potential density bonuses in return for inclusion of transit supportive actions.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Multimodal Support/Access	Mercer Island	TR 6.6	The City of Mercer Island encourages "transit friendly" principles in the design of projects, including: -locating structures on the site in order to facilitate transit and non motorized modes; -placing and managing on-site parking so to encourage travel by modes other than single occupant vehicles; -provision of convenient and attractive facilities for pedestrians and bicyclists; and -provision of public easements for access and linkages to pedestrian, bicycle and transit facilities.	Transportation Element
Land Use	Multimodal Support/Access	Redmond	TR-50	New development should provide physical features supportive of the use of alternative modes of travel, such as: A. Preferential parking for carpools and van pools; B. Bicycle parking and related facilities; C. On-site shower and changing facilities; D. Transportation information kiosks/displays; E. Funding education and marketing efforts; F. Special loading and unloading facilities for transit, carpools and van pools; and G. Strong pedestrian linkages to off-site destinations.	Transportation Element
Land Use	Multimodal Support/Access	Redmond	LU-97	New developments should be designed to incorporate features to encourage alternative travel modes, such as transit, biking and walking.	Land Use Element
Land Use	Multimodal Support/Access	Redmond	TR-3	New development and redevelopment shall be required to incorporate transit and pedestrian supportive measures such as: A. Providing secure and attractive pedestrian spaces; B. Providing adequate sidewalks, bikeways, pathways and crosswalks; C. Minimizing walking distances between buildings and streets, sidewalks and transit stops; D. Clustering buildings near each other, near streets and near intersections, where appropriate; E. Preserving the connectivity of the pedestrian, bicycle and street system; F. Reducing vehicle speeds, walkway crossing distances and improving visual character of neighborhood streets (through measures such as reduced street widths); and G. Designing transit access into large developments, considering bus lanes, stops and shelters as part of the project.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Multimodal Support/Access	Seattle	L10	As part of neighborhood planning designate and define the extent of principal commercial streets for each urban village. Principal commercial streets are those streets in the commercial area of each urban village which are accessible both to automobiles and to transit and which have or are planned to have sufficient quantity and variety of commercial uses, in sufficiently close proximity to provide the opportunity to meet a variety of residential needs and thereby constitute opportunities and incentives to using non-motorized modes of travel for work or shopping trips.	Land Use Element
Land Use	Multimodal Support/Access	Seattle	L105	Establish use and development standards for pedestrian oriented commercial zones which promote an environment conducive to walking and a mix of commercial and residential uses that promote the goals for these zones.	Land Use Element
Land Use	Support Facilities	Redmond	TR-44	During the review process for new development or redevelopment ensure that: A. Pedestrian and bicycle rights-of-way and improvements are secured with required frontage improvements consistent with the adopted Bicycle and Pedestrian Plan; B. On-site pedestrian facilities are provided which ensure adequate connection to the general pedestrian circulation system; C. Construction and implementation of other off-road and multi-use trails and trails crossings as described in the City's Parks, Recreation, and Open Space Plan (see the Parks and Recreation Chapter of the Comprehensive Plan), or which are located within a development area or within a shared corridor are coordinated with project review; and D. Safety and security considerations for non-motorized transportation	Transportation Element
Land Use	Transportation/Land Use	Bellevue	TR-1	Integrate land use and transportation decisions to ensure that the transportation system supports the community land use vision.	Transportation Element
Land Use	Transportation/Land Use	Issaquah	L-3.4	New neighborhoods: Establish development regulations that require, where feasible, proposed newly developed neighborhoods to incorporate: . . . 3.4.3 Non-motorized links to all areas of the neighborhood; 3.4.4 Neighborhood hubs; 3.4.5 Residential mixed use.	Land Use Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Transportation/Land Use	King County	U-608	Design standards and land use plans for Unincorporated Activity Centers should reflect the following principles: a. Centers should be compact to encourage transit, bicycle, and pedestrian travel. Multistory construction, structured parking and other techniques to use land efficiently should be encouraged. B. Compatible uses should be grouped to reduce conflicts among uses and to increase convenience for businesses, employees, users and pedestrians. . . . f. Routes for pedestrian, auto, bicycle, transit and truck travel within centers should have convenient access to each major destination. Buildings should be close to sidewalks to promote walking and browsing, with parking areas located on the side or rear of buildings.	Land Use Element
Land Use	Transportation/Land Use	Kirkland	LU-3.6	Encourage vehicular and nonmotorized connections between adjacent properties.	Land Use Element
Land Use	Urban Centers Concepts	Bellevue	TR-3	Ensure that the Bellevue Downtown, a designated Urban Center, includes the following: - Intensity/density of land uses sufficient to support rapid transit, - Mixed uses for both day and night activities, - Pedestrian emphasis, and - Alternatives to single-occupant vehicles.	Transportation Element
Land Use	Urban Centers Concepts	Bellevue	TR-2	Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the area with existing infrastructure capacity.	Transportation Element
Land Use	Urban Centers Concepts	King County	U-203	King County should encourage most population and employment growth to locate in the contiguous Urban Growth Area in western King County, especially in cities and the Potential Annexation Areas.	Land Use Element
Land Use	Urban Centers Concepts	King County	U-204	King County should encourage and actively support the development of Urban Centers to meet the region's need for housing, jobs, services, culture, and recreation. Strategies may include exploring opportunities for Joint Development or Transit oriented Development, siting civic uses in mixed use areas, creating public/private partnerships for infrastructure investments, and leveraging or utilizing existing County assets in Urban Centers.	Land Use Element

Category	Focus	Agency	Policy #	Policy	Element
Land Use	Urban Centers Concepts	Seattle	T11	Provide adequate transportation facilities and services to promote and accommodate growth and change in urban centers, urban villages, and manufacturing/industrial centers. Seek to provide transit services and walking and bicycling opportunities to enable urban centers and urban villages to reach growth targets or planning estimates in a way that minimizes single-occupant vehicle travel.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
HOV	Complete regional system	Bellevue	TR-52	Support completion of the regional HOV system. Identify opportunities for access improvements to regional HOV facilities as new plans are developed. [Amended Ord. 5058]	Transportation Element
HOV	Complete regional system	King County	T-510	King County should pursue the cooperation of cities and the State in developing a countywide arterial/transit route system. This system should give preferential treatment for HOVs including transit, and for efficient, seamless operation across jurisdiction boundaries.	Transportation Element
HOV	Complete regional system	Seattle	T9	Support the efforts of the state Department of Transportation to complete the freeway high-occupancy-vehicle (HOV) lane system throughout the central Puget Sound region.	Transportation Element
HOV	Local system improvements	Bellevue	TR-67	Develop an integrated system of high-occupancy vehicle (HOV) improvements linking Eastside activity centers to the regional HOV system, to provide time advantages for HOVs over single-occupant vehicles.	Transportation Element
HOV	Local system improvements	Kirkland	T-4.2	Consider improvements such as queue by-passes and arterial transit lanes for transit or carpool use that will increase the people-carrying capacity of roadways.	Transportation Element
HOV	Local system improvements	Redmond	TR-37	Support and actively work toward an integrated system of arterial HOV improvements linking Redmond activity centers to the regional HOV system in order to provide time advantages for HOVs over SOVs in congested corridors.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Nonmotorized	Access to Transit	King County	T-532	Pedestrian and bicycle transportation should be promoted countywide to increase safety, mobility and convenience for nonmotorized modes of travel. These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public.	Transportation Element
Nonmotorized	Connect Activity Areas	Bellevue	TR-57	Assign high priority to pedestrian and bicycle projects that serve the following objectives: - Address safety issues, - Provide access to activity centers, - Provide linkages to the transit and school bus systems, - Complete planned pedestrian or bicycle facilities or trails, and - Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes	Transportation Element
Nonmotorized	Connect Activity Areas	Kirkland	T-2.1	Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Kirkland and connect to adjacent communities, regional destinations, and routes.	Transportation Element
Nonmotorized	Develop System	Bellevue	TR-55	Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.[Amended Ord. 5168]	Transportation Element
Nonmotorized	Develop System	Bellevue	TR-54	Promote and facilitate the effective use of non-motorized transportation.	Transportation Element
Nonmotorized	Develop System	Issaquah	T-2.3.2.1	Develop an interconnected network of non-motorized facilities. . . Linked to the region's pedestrian and bicycle routes and recreational trails.	Transportation Element
Nonmotorized	Develop System	King County	U-621	Pedestrian and bicycle travel to and within the Community Business Centers should be encouraged by safe and attractive walkways and bicycle lanes and close grouping of stores.	Land Use Element
Nonmotorized	Develop System	King County	U-622	King County zoning regulations should require off-street parking to be in the back or to one side of buildings or enclosed within the building to maximize pedestrian access from sidewalks.	Land Use Element
Nonmotorized	Develop System	King County	T-537	Unused right-of-way should be inventoried and developed as pedestrian, bicycle, and ADA connectors.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Nonmotorized	Develop System	King County	T-535	Road design and traffic control of residential streets should give priority to pedestrians and bicyclists while allowing automobile access to residences.	Transportation Element
Nonmotorized	Develop System	Kirkland	T-8.6	Cooperate with adjacent jurisdictions to develop a regional network of facilities for nonmotorized transportation.	Transportation Element
Nonmotorized	Develop System	Kirkland	T-2.2	Promote a comprehensive and interconnected network of pedestrian and bike routes within neighborhoods.	Transportation Element
Nonmotorized	Develop System	Kirkland	T-2.4	Design streets with features that encourage walking and biking.	Transportation Element
Nonmotorized	Develop System	Mercer Island	1.3	Street-level retail, office, and service commercial uses should encourage a pedestrian-oriented circulation system. Site improvements should enhance streets and sidewalks.	Land Use Element
Nonmotorized	Develop System	Mercer Island	2.3	Safe and accessible underground parking areas and parking garages should be placed to the rear of buildings to maintain pedestrian scale at the street level.	Land Use Element
Nonmotorized	Develop System	Mercer Island	TR 4.2	The City of Mercer Island will work to provide for and encourage non-motorized travel modes consistent with the Comprehensive Park, Recreation, Open Space, Arts and Pedestrian and Bicycle Plan.	Transportation Element
Nonmotorized	Develop System	Redmond	TR-40	Develop and implement a Bicycle and Pedestrian Transportation Plan which provides for a safe, coordinated system of bikeways, walkways and trails, including through routes, to meet existing and anticipated needs for non-motorized transportation. This Plan should interconnect neighborhoods and be coordinated with the surrounding jurisdictions to allow people to conveniently travel between and within local activity centers by using non-motorized means.	Transportation Element
Nonmotorized	Develop System	Seattle	T42	Designate the Urban Trails System as shown in Transportation Figure 5 to facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Nonmotorized	Develop System	Seattle	T44	Integrate pedestrian and bike facilities, services, and programs into both citywide and regional transportation systems where appropriate. Encourage transit providers, the Washington State Ferry System, and others to provide: - Pedestrian amenities and weather protection; - Safe and convenient pedestrian and bike access to transit stops, centers, and stations, and ferry terminals; - Adequate lighting, security, and other improvements for persons with disabilities and special needs; - Bike capacity on buses, trains, and ferries; and - Covered, secure bike parking at transit centers and stations, and at ferry terminals.	Transportation Element
Nonmotorized	Support Facilities	Issaquah	T-2.3.3	Support Facilities: Ensure that non-motorized support facilities are provided throughout the City where needed. . .	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Transit	Local service	Issaquah	T-2.2.1	Local Transit: Work with King County's Metro Transit Services to develop local community based transit service.	Transportation Element
Transit	Local service	Issaquah	T-2.2.5	Local Shuttle Service: Encourage the development of a local shuttle service to interconnect various land uses and activities and reduce local automobile travel.	Transportation Element
Transit	Local service	Seattle	T37	Work actively toward a citywide transit system -- the Local Initiative for Neighborhood Circulation (LINC) -- that includes both limited-stop, frequent service connecting urban centers, urban villages, and manufacturing/industrial centers; and intra-community feeder service connecting homes and businesses with neighborhood transit facilities. The intra-community service may include small vehicles, flexible routes, demand-responsive or dial-a-ride service, subsidized taxis, night shuttles, or other types of service.	Transportation Element
Transit	Region/high capacity transit	Bellevue	TR-51	Participate actively in the development of regional transit facilities and services to ensure incorporation of the City's transit needs in regional system planning. Such active participation should serve to secure an equitable share of regional facilities and services. [Amended Ord. 5058]	Transportation Element
Transit	Region/high capacity transit	Bellevue	TR-69	Participate actively in efforts to develop and implement the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system implementation, including direct HOV access to Downtown Bellevue and the Eastgate Park and Ride lot, and expansion of the Bellevue Transit Center. [Amended Ord. 5058]	Transportation Element
Transit	Region/high capacity transit	King County	T-521	High Capacity Transit facilities and services which are consistent with, and supportive of, the Comprehensive Plan should be supported and implemented.	Transportation Element
Transit	Region/high capacity transit	Kirkland	T-3.2	Support the development of region high-capacity transit in Kirkland.	Transportation Element
Transit	Region/high capacity transit	Redmond	TR-28	The City of Redmond should be served by regional high capacity transit facilities and services. The Overlake area, the Redmond Downtown and the Southeast Redmond area should be locations for high capacity transit stations.	Transportation Element
Transit	Region/high capacity transit	Seattle	T35	Pursue high-capacity transit service (rail and/or bus) linking urban centers with appropriate densities within the city and the region.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Transit	Service improvements	Bellevue	TR-48	Work with the transit providers to establish a hierarchy of transit services focused on three major elements: - Neighborhood Services - Local Urban Service - Inter-Community and Regional Services [Amended Ord. 5058]	Transportation Element
Transit	Service improvements	Bellevue	TR-47	Work with the transit providers to implement Bellevue's transit vision (see Figure TR-11). Plan to make transit an attractive travel option for local residents, employees, businesses and users of regional facilities. [Amended Ord. 5058]	Transportation Element
Transit	Service improvements	King County	T-515	King County should plan, design, and implement a system of [transit] services and facilities that support integration of regional and local services, and that facilitate access to the system for pedestrian, bicycle, transit collection/distribution services, and persons with disabilities, thereby providing a viable alternative to auto usage.	Transportation Element
Transit	Service improvements	Mercer Island	TR 8.2	The City of Mercer Island will work with King County Metro and the RTA to ensure adequate levels of transit service linking Mercer Island to the rest of the region.	Transportation Element
Transit	Service improvements	Mercer Island	TR 4.1	The City of Mercer Island will work with King County Metro and other transit providers to develop adequate transit services to meet the needs of the island, including: (examples . . .)	Transportation Element
Transit	Service improvements	Seattle	T38	Work with the transit provider(s) to provide transit service that: a. Is within 1/4 mile of at least 90 percent of the city's residences and businesses; b. Connects urban centers and urban villages with ten-minute headways during most of the day, 15- to 30-minute headways during the evening, and one-hour headways at night; c. Is competitive with auto travel; d. Operates reliably; e. Is convenient, safe, secure, and comfortable; and f. Has affordable fares and an integrated fare system.	Transportation Element
Transit	Service improvements	Yarrow Point	E1	[Increase use of public transportation]	
Transit	Support facilities	Bellevue	TR-53	Work with the transit providers to create, maintain, and enhance a system of supportive facilities and systems such as transit centers, passenger shelters, park and ride lots, bus queue by-pass lanes, bus signal priorities, pedestrian and bicycle facilities, pricing, and incentive programs.[Amended Ord. 5058]	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Transit	Support facilities	Issaquah	T-2.2.2	Transit Support: Provide transit supportive facilities and road improvements in transit oriented areas.	Transportation Element
Transit	Support facilities	Issaquah	T-2.3.2.2	Encourage transit use by connecting entrances, parking areas and neighborhoods to transit stops or facilities by ADA compatible non-motorized facilities.	Transportation Element
Transit	Support facilities	King County	T-522	In transit-oriented areas, the County should invest in transit supportive facilities and road improvements that support passenger comfort, speed and reliability, such as signal and intersection prioritization, passenger waiting areas and nonmotorized improvements through the prioritization process in the Transportation Needs Report and Capital Improvement Program.	Transportation Element
Transit	Support facilities	Kirkland	T-3.1	Design transit facilities (stations, centers, park and rides, shelters, etc.) to be easily accessible by other modes of transportation, accessible to those with disabilities, and appealing to pedestrians.	Transportation Element
Transit	Support facilities	Redmond	TR-36	Work with Metropolitan King County to plan and construct transit-friendly road treatments along primary corridors and selected transit routes. Elements of transit-friendly road treatments may include: A. HOV lanes; B. Priority signals for HOVs at selected intersections C. Bus stops and bus turnouts; D. Park and ride lots; and	Transportation Element
Transit	Transit access	Bellevue	TR-50	Work with the transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles. [Amended Ord. 5058]	Transportation Element
Transit	Transit access	Bellevue	TR-53b	Develop partnerships with the transit providers to implement projects identified in the Transit Neighborhood Links Study to provide better access to transit service. [Amended Ord. 5058]	Transportation Element
Transit	Transit access	Bellevue	TR-58	Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Transit	Transit access	King County	T-523	Transit centers and park-and-ride lots should include safe and convenient access for buses, HOVs, pedestrians and bicycles to minimize conflicts with other traffic. King County should promote Transit Oriented Development at transit centers and park-and-ride lots to meet passenger and commuter needs, increase transit ridership and reduce vehicle trips. Park-and-ride facilities should be designed with consideration of the most efficient use of land.	Transportation Element
Transit	Transit/Land Use linkage	Bellevue	TR-76	To promote transit use and achieve land use objectives, transit system planning shall include the following: - Provision of supportive land uses, including mixed use and night-time activities; - Design for a safe, pedestrian-friendly environment, with restrictions on auto access; - Integration of multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians; - Urban design and community character; - Protection of nearby neighborhoods from undesirable impacts; and - Potential joint development opportunities with the private sector. [Amended Ord. 5058]	Transportation Element
Transit	Transit/Land Use linkage	Bellevue	TR-49	Work with the transit providers to establish transit hubs at activity areas in the City. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue. Work with the City of Redmond to establish a transit hub at Overlake. [Amended Ord.5058]	Transportation Element
Transit	Transit/Land Use linkage	Issaquah	L-4.03	Activity Areas should receive frequent peak hour transit service.	Land Use Element
Transit	Transit/Land Use linkage	King County	T-517	King County should adopt transit supportive policies assigning highest priority to serving Urban Centers and Manufacturing Centers with transit service, including transit priority by the County, cities, and the Washington State Department of Transportation.	Transportation Element
Transit	Transit/Land Use linkage	Kirkland	T-3.3	Base the alignment and location of stations for the future regional high-capacity transit system on Kirkland's transportation and land use plan.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Transit	Transit/Land Use linkage	Redmond	TR-33	The City shall encourage development of a public transportation system that allows people to conveniently travel between and within local activity centers. Tailor service strategies to best suit the needs of particular travel markets and land uses.	Transportation Element
Transit	Transit/Land Use linkage	Redmond	LU-34	Priority for transit service and improvements should be given to Downtown.	Land Use Element
Transit	Transit/Land Use linkage	Redmond	TR-38	The city shall consider the need for transit facilities commensurate with planned transit service when reviewing and issuing permits for proposed private developments and public projects.	Transportation Element
Transit	Transit/Land Use linkage	Redmond	LU-39	Transit planning should provide for adequate service levels to the Overlake Advanced Technology Center. Site design for the center shall be supportive of transit service and its patrons.	Land Use Element
Transit	Transit/Land Use linkage	Seattle	T39	Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and to reach local businesses. Provide adequate lighting, security, pedestrian amenities, and weather protection. Minimize the negative impacts of transit service and facilities on surrounding areas.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Multimodal	Provide and promote options	Bellevue	TR-22	Incorporate pedestrian and bicycling improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.	Transportation Element
Multimodal	Provide and promote options	Issaquah	T-1.3	Variety of Modes: Provide Multiple modes of transportation to all residents.	Transportation Element
Multimodal	Provide and promote options	King County	T-201	The countywide transportation system should include: a. Freeways, arterial streets, and local/neighborhood streets; b. Local and express bus transit and paratransit services, including ADA service programs; c. High capacity transit; d. High occupancy vehicle lanes and ridesharing facilities; e. Demand and system management programs; f. Facilities and programs for pedestrians, bicycles, and equestrians; g. Facilities to accommodate freight and goods delivery, including railroads; h. Airports, and I. Marine transportation facilities and navigable waterways.	Transportation Element
Multimodal	Provide and promote options	King County	T-202	Travel modes should interconnect to form an integrated, coordinated and balanced multi-modal transportation system that serves the travel needs of the County both effectively and efficiently.	Transportation Element
Multimodal	Provide and promote options	King County	T-208	King County should develop variable mode split goals to reflect differing circumstances such as intensity of land use and availability of alternatives to single-occupant vehicle travel. The County should pursue those goals through the implementation of policies that support transportation demand management, transit service improvements, and expansion of high-occupancy vehicle programs. The County should recognize and financially support efforts locally, regionally, and statewide to advance Transportation Demand Management technologies.	Transportation Element
Multimodal	Provide and promote options	King County	T-505	The most cost-effective improvements should be considered first to solve existing and future deficiencies before higher cost, capital-intensive projects are considered. Efficiency improvements supporting HOV and transit operations on existing roads should be a higher priority than general capacity improvements enhancing SOV travel.	Transportation Element

Category	Focus	Agency	Policy #	Policy	Element
Multimodal	Provide and promote options	Kirkland	T-7.3	Emphasize transportation investments in high-occupancy vehicle, transit, and nonmotorized improvements that provide alternatives to single-occupant vehicles.	Transportation Element
Multimodal	Provide and promote options	Mercer Island	TR 4.3	The City of Mercer Island will support opportunities to facilitate transfers between different travel modes through strategies such as: -provision of small park and ride facilities throughout the island. . . .	Transportation Element
Multimodal	Provide and promote options	Seattle	T34	Support development of an integrated, multi-modal, regional transportation system that includes commuter rail, new rapid rail and/or light rail, interstate passenger rail, ferries, buses, community feeder/circulator services, taxis, carpools, vanpools, bicycles, pedestrians, and support facilities. Design and operate the facilities and services to make inter-modal transfers easy and convenient.	Transportation Element